



DEPARTMENT OF THE NAVY  
FLEET AREA CONTROL AND SURVEILLANCE FACILITY  
NAVAL AIR STATION, NORTH ISLAND  
P.O. BOX 357062  
SAN DIEGO, CALIFORNIA 92135-7062

FACSFACSDINST 3120.1E

APR 06 2000

FACSFAC SAN DIEGO INSTRUCTION 3120.1E

Subj: MANUAL OF EASTPAC AND MIDPAC FLEET OPERATING AREAS

Ref: (a) NAVAIR 00-80T-114  
(b) COMNAVBASEINST 4630.4 (series)  
(c) COMNAVSURFPACINST 3120 (series)  
(d) OPNAVINST 3100.5 (series)  
(e) OPNAVINST 3770.2 (series)

1. **Purpose.** To provide a single source, up-to-date information and procedures guide for the use of Fleet Area Control and Surveillance Facility, San Diego Operating Areas (OPAREAs), Special Use Airspace (SUA) and services. Information is provided for ranges adjoining FACSFAC controlled OPAREAs; however, procedures governing their use can be found in specific local instructions referred to throughout this manual.

2. **Effective Date.** This instruction is effective for planning purposes and operational use upon receipt.

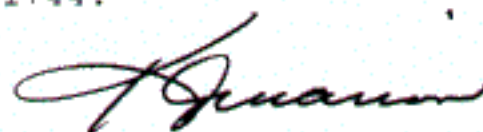
3. **Cancellation.** FACSFACSDINST 3120.1D.

4. **Discussion.** This manual is reissued in its entirety and contains numerous editorial and format changes throughout.

5. **Authority.** In accordance with references (a) through (e) FACSFACSD has the responsibility to manage offshore and inland operating areas dedicated for military use, through coordination, scheduling and control of sub-surface, surface, and airborne military platforms operating within and transiting to and from these areas.

6. **Action.** All users of the FACSFACSD OPAREAs shall observe the procedures and restrictions set forth in this instruction.

7. **Distribution.** Addresses indicated in the distribution list are requested to promulgate this instruction, and subsequent changes, to units and subordinate commands not receiving this instruction directly. Questions regarding this manual should be referred to FACSFACSD, Air Operations Office at DSN 735-1744 or COMM (619) 545-1744.

  
K. T. MARION



## TABLE OF CONTENTS

	PAGE
<u>CHAPTER 1 - GENERAL PROCEDURES</u>	
1.1. GENERAL INFORMATION. . . . .	1-1
1.1.1. MAILING ADDRESS. . . . .	1-1
1.1.2. PLAD ADDRESS . . . . .	1-1
1.1.3. RADIO CALL SIGN. . . . .	1-1
1.1.4. FACILITY PHONE NUMBERS . . . . .	1-1
1.2. GLOSSARY . . . . .	1-2
1.3. FACSFAC SAN DIEGO OPERATING AREAS. . . . .	1-12
1.3.1. SOCIAL OPAREAS (SURFACE AND SUBSURFACE) . . . . .	1-13
1.3.2. NOCAL OPAREAS (SURFACE AND SUBSURFACE) . . . . .	1-15
1.3.3. INLAND AREAS . . . . .	1-15
1.3.4. RESTRICTED AREAS . . . . .	1-16
1.3.5. WARNING AREAS. . . . .	1-16
1.3.6. ANCHORAGE'S AND BUOYS. . . . .	1-17
1.3.7. SURFACE/SUBSURFACE TRANSIT CORRIDORS/LANES . . . . .	1-17
1.4. ELECTRONIC COUNTERMEASURES (ECM) . . . . .	1-17
1.5. REMOTE PILOTED VEHICLE (RPV)/ UNMANNED AERIAL VEHICLE (UAV) OPERATIONS . . . . .	1-18
1.6. ACTIVE DRUG INTERDICTION . . . . .	1-18
1.7. AMPHIBIOUS OPERATIONS, LAND WARFARE AND SHORE PARTIES. . . . .	1-18
1.8. AREA CLEARANCE . . . . .	1-18
1.8.1. GENERAL REGULATIONS. . . . .	1-18
1.9. AREA ASSIGNMENT TIMES. . . . .	1-19
1.10. RESPONSIBILITIES . . . . .	1-19
1.10.1. FLEET OPAREA COORDINATOR . . . . .	1-19
1.10.2. SCHEDULING AUTHORITIES . . . . .	1-20
1.10.3. SCHEDULING ACTIVITIES. . . . .	1-20
1.10.4. USERS. . . . .	1-21
1.10.5. OFFICER CONDUCTING THE EXERCISE (OCE). . . . .	1-21
1.10.6. FLEET OPAREA RESOURCE MANAGER. . . . .	1-24
1.10.7. LAND RESOURCE MANAGER. . . . .	1-25
1.11. COMMUNICATIONS . . . . .	1-25
1.11.1. SPECIFIC PROCEDURES. . . . .	1-25
1.11.2. COMMUNICATION OF VITAL INFORMATION . . . . .	1-26
1.11.3. FACSFAC AIR TRAFFIC CONTROL FREQUENCIES. . . . .	1-27
1.11.4. TELEPHONE NUMBERS OF FLEET OPAREA SCHEDULING ACTIVITIES. . . . .	1-28
1.11.5. COMMUNICATIONS PROCEDURES FOR EXERCISES INVOLVING AIRCRAFT . . . . .	1-29
1.11.6. NOCAL OPAREA COMMUNICATION REQUIREMENTS. . . . .	1-31
1.11.7. ADIZ PENETRATION . . . . .	1-31
1.12. AIR TRAFFIC CONTROL (ATC) PROCEDURES . . . . .	1-31
1.12.1. SERVICES AVAILABLE . . . . .	1-33
1.12.2. PRIORITY OF SERVICES . . . . .	1-33
1.13. AIRCRAFT TRANSIT CORRIDORS . . . . .	1-33
1.14. TARGETS OF OPPORTUNITY . . . . .	1-34
1.15. GENERAL FLIGHT PROCEDURES. . . . .	1-34
1.15.1. ROUTING. . . . .	1-34
1.15.2. IFF. . . . .	1-34
1.15.3. COMMUNICATIONS AND CONTROL . . . . .	1-34
1.15.4. NAVIGATION . . . . .	1-35
1.15.5. SEPARATION . . . . .	1-35
1.15.6. VFR OPERATIONS . . . . .	1-35
1.15.7. LOST COMMUNICATIONS PROCEDURES . . . . .	1-35
1.15.8. ALTIMETER SETTING. . . . .	1-36

	PAGE
1.16. MILITARY AIRSPACE BOUNDARY INTEGRITY . . . . .	1-36
1.16.1. WHISKEY ALERT. . . . .	1-36
1.17. CARRIER AIR WING FLY-OFFS/FLIGHT PLAN FILING . . . . .	1-36
1.18. USER'S BRIEF . . . . .	1-36
1.19. SURFACE TRAFFIC CONTROL. . . . .	1-36
1.19.1. REPORTING REQUIREMENTS . . . . .	1-36
1.19.2. GEOGRAPHIC AREA ASSIGNMENT COORDINATOR (GAAC). . . . .	1-37
1.20. GRID DESCRIPTION . . . . .	1-33
1.21. CHANGE RECOMMENDATIONS AND PERIODIC REVIEW . . . . .	1-39
1.22. ISSUE AND DISTRIBUTION REQUESTS. . . . .	1-39
1.23. FLEET OPAREA DESCRIPTIONS. . . . .	1-39

## CHAPTER 2 - EASTPAC FLIGHT OPERATIONS

2.1. GENERAL INFORMATION. . . . .	2-1
2.2. COMPLIANCE . . . . .	2-1
2.3. PRE-SAIL COORDINATION (AIR CAPABLE UNITS). . . . .	2-1
2.3.1. FACSFAC OPAREA WORKSHOP. . . . .	2-2
2.3.2. PRE-SAIL MEETING . . . . .	2-2
2.3.3. SHIP-RIDERS. . . . .	2-3
2.4. MODE III IFF REQUEST . . . . .	2-3
2.5. SUMMARY OF OPERATIONS. . . . .	2-4
2.6. FLIGHT ADVISORIES. . . . .	2-5
2.7. FLIGHT PLANS . . . . .	2-6
2.7.1. TIME REQUIREMENTS. . . . .	2-6
2.7.2. MINIMIZE DELAYS. . . . .	2-6
2.7.3. AMENDING FLIGHT PLANS. . . . .	2-6
2.7.4. ALTITUDE RESERVATIONS (ALTRV). . . . .	2-6
2.7.5. FLIGHT PLAN FORMAT . . . . .	2-6
2.8. STEREO ROUTES. . . . .	2-9
2.8.1. BLUE ROUTES. . . . .	2-9
2.8.2. AMBER ROUTES . . . . .	2-13
2.8.3. GREEN ROUTES . . . . .	2-17
2.8.4. STEREO ROUTES FROM W-289/290 . . . . .	2-19
2.8.5. STEREO ROUTING TO/FROM W-532 . . . . .	2-20
2.9. PREFERENTIAL ENTRY/EXIT FIXES TO/FROM NOCAL AREAS. . . . .	2-21
2.10. EXIT FIXES AND FREQUENCIES FOR FAA INTERFACE. . . . .	2-22
2.11. INLAND STRIKE PLANNING . . . . .	2-23
2.12. ROUTING INTO CONTROLLED AIRSPACE ADJACENT TO EASTPAC OPAREAS OFFSHORE . . . . .	2-24
2.12.1. FIXED WING VFR FLIGHTS FROM SOCAL OFFSHORE . . . . .	2-24
2.13. REAL-TIME REQUESTS FOR ADDITIONAL AIRSPACE . . . . .	2-24
2.14. BINGO/EMERGENCY DIVERTS. . . . .	2-25
2.15. CARRIER FLY-OFFS . . . . .	2-25
2.15.1. FLY-OFF PROCEDURES/ CONSIDERATIONS . . . . .	2-27
2.15.2. FLIGHT PLANS . . . . .	2-28
2.15.3. ARRIVAL REPORTS. . . . .	2-28

## CHAPTER 3 - EASTPAC SYNOPSIS/USERS REQUEST

3.1. EASTPAC SYNOPSIS . . . . .	3-1
3.1.1. MONTHLY GUIDELINES . . . . .	3-1
3.1.2. SOCAL OPAREA . . . . .	3-1
3.1.3. NOCAL OPAREA . . . . .	3-1
3.2. SCHEDULING PRIORITIES. . . . .	3-1
3.3. USAGE LIMITATIONS. . . . .	3-4
3.3.1. NOCAL. . . . .	3-4
3.3.2. SOCAL. . . . .	3-4

	PAGE
3.4. OPAREA REQUEST . . . . .	3-5
3.4.1. LEAD TIME. . . . .	3-5
3.4.2. REQUEST FOR TRAINING SERVICES SUPPORT. . . . .	3-6
3.4.3. FORMAT FOR FLEET OPAREA, RANGE AND TARGET AND/OR EXERCISE SERVICE SUPPORT REQUESTS. . . . .	3-6
3.5. ELECTRONIC WARFARE (EW) SERVICES . . . . .	3-8
3.6. UTILIZATION REPORTS. . . . .	3-9

#### CHAPTER 4 - COMMERCIAL AIR SERVICES (CAS)

4.1. GENERAL. . . . .	4-1
4.1.1. SERVICES PROVIDED. . . . .	4-1
4.1.2. AIRCRAFT CAPABILITIES. . . . .	4-1
4.1.3. AIRCRAFT PERFORMANCE CHARACTERISTICS . . . . .	4-2
4.2. MISSION PLANNING . . . . .	4-2
4.2.1. TARGETS. . . . .	4-3
4.3. PRE-EXERCISE (PRE-EX) MESSAGE. . . . .	4-4
4.4. ELECTRONIC WARFARE (EW) SERVICES . . . . .	4-4
4.4.1. MESSAGE REQUEST ADDRESS. . . . .	4-5

#### CHAPTER 5 - PACIFIC NORTHWEST (PACNORWEST) FLEET OPAREAS

5.1. GENERAL INFORMATION. . . . .	5-1
5.2. COORDINATOR/SCHEDULING AUTHORITY . . . . .	5-1
5.3. COMMUNICATIONS . . . . .	5-2
5.4. ELECTRONIC COUNTERMEASURES (ECM) AND CHAFF REQUESTS. . . . .	5-3
5.4.1. ECM COORDINATION . . . . .	5-3
5.5. OPAREA DESCRIPTIONS. . . . .	5-3

#### CHAPTER 6 - SEARCH AND RESCUE PLAN

6.1. GENERAL INFORMATION. . . . .	6-1
6.1.1. BACKGROUND . . . . .	6-1
6.1.2. SUB-REGION . . . . .	6-1
6.1.3. AUTHORITY. . . . .	6-1
6.1.4. ACTION . . . . .	6-2
6.1.5. SCOPE. . . . .	6-3
6.1.6. CONCEPT OF OPERATIONS. . . . .	6-3
6.1.7. COORDINATION . . . . .	6-4
6.1.8. TRAINING REQUIREMENTS. . . . .	6-4
6.1.9. FATIGUE. . . . .	6-4
6.2. SAR MISSION COORDINATOR (SMC). . . . .	6-5
6.2.1. SMC CHECK-OFF LIST . . . . .	6-5
6.2.2. OSC CONTROL FORM . . . . .	6-7
6.2.3. OPERATIONS CONTROL CENTER (OCC) BRIEFINGS. . . . .	6-7
6.2.4. SEARCH ACTIONS PLANS . . . . .	6-8
6.2.5. FORMAT . . . . .	6-8
6.2.6. SEARCH ACTION MESSAGE FORMAT . . . . .	6-8
6.2.7. SITUATION REPORTS (SITREP) . . . . .	6-9
6.2.8. COMPOSITION. . . . .	6-10
6.2.9. PROBABILITY OF DETECTION (POD) . . . . .	6-12
6.2.10. MEDEVAC CASES. . . . .	6-12
6.2.11. SITREP SUBMISSION. . . . .	6-12
6.3. SAR MISSION CONCLUSION AND CASE STATUS . . . . .	6-13
6.4. MEDICO AND MEDEVAC . . . . .	6-13
6.5. EMERGENCY LEAVE PERSONNEL TRANSFER (HUMEVAC) . . . . .	6-15
6.6. DIVING ACCIDENTS . . . . .	6-15
6.7. FLARE SIGHTINGS. . . . .	6-15

	PAGE
6.8. DIRECTION FINDING (DF) NETWORKS. . . . .	6-16
6.9. ELT FALSE ALERT. . . . .	6-17
6.9.1. TRANSMITTER PATH . . . . .	6-17
6.9.2. ACTION REQUIREMENTS. . . . .	6-17
6.10. MARITIME SAR ASSISTANCE POLICY . . . . .	6-18
6.10.1. ACTION UPON RECEIPT OF A CALL CLASSIFIED A DISTRESS SITUATION. . . . .	6-20
6.10.2. ACTION UPON RECEIPT OF A CALL CLASSIFIED AS NON-DISTRESS SITUATION. . . . .	6-20
6.11. ASSISTANCE IN FOREIGN WATERS AND TERRITORY . . . . .	6-20
6.11.1. PROCEDURES . . . . .	6-21
6.12. RECOVERY OF HUMAN REMAINS. . . . .	6-22
6.12.1. REPORTING PROCEDURES . . . . .	6-22

#### CHAPTER 7 - HAWAIIAN OPAREAS

7.1. GENERAL INFORMATION. . . . .	7-1
7.1.1. MAILING ADDRESS. . . . .	7-1
7.1.2. PLAD ADDRESS . . . . .	7-1
7.1.3. RADIO CALL SIGN. . . . .	7-1
7.1.4. FACILITY PHONE NUMBERS . . . . .	7-1
7.2. HAWAIIAN OPERATING AREAS . . . . .	7-2
7.2.1. SPECIAL USE AREAS. . . . .	7-2
7.3. GENERAL REGULATIONS. . . . .	7-3
7.3.1. RESPONSIBILITIES . . . . .	7-3
7.3.2. SCHEDULING AUTHORITIES . . . . .	7-3
7.3.3. USING AGENCY . . . . .	7-4
7.3.4. USERS. . . . .	7-4
7.4. AIR TRAFFIC CONTROL (ATC) PROCEDURES . . . . .	7-6
7.4.1. FLIGHT PROCEDURES. . . . .	7-7
7.4.2. WARNING AREA ENTRY PROCEDURES. . . . .	7-8
7.4.3. WARNING AREA DEPARTURE PROCEDURES. . . . .	7-8
7.4.4. ENTRY AND EXIT FIXES . . . . .	7-9
7.5. RESTRICTED AREA ENTRY/EXIT PROCEDURES. . . . .	7-9
7.6. HELICOPTER PROCEDURES. . . . .	7-9
7.7. MILITARY AIRSPACE BOUNDARY INTEGRITY . . . . .	7-10
7.8. AREA ASSIGNMENT TIMES. . . . .	7-10
7.9. AREA CLEARANCE . . . . .	7-10
7.10. MODE III . . . . .	7-10
7.11. MODE IV. . . . .	7-10
7.12. COMMUNICATIONS . . . . .	7-10
7.12.1. FACSFAC PEARL HARBOR RADIO COMMUNICATION . . . . .	7-11
7.12.2. TELEPHONE NUMBERS OF HAWAIIAN FLEET OPAREA SCHEDULING AUTHORITY. . . . .	7-11
7.13. SURFACE TRAFFIC CONTROL. . . . .	7-12
7.13.1. GENERAL PROCEDURES . . . . .	7-13
7.13.2. LINK OPERATIONS. . . . .	7-13
7.13.3. UNDERWAY REFUELING . . . . .	7-14
7.13.4. IFF. . . . .	7-14
7.14. FLEET OPAREA DESCRIPTIONS. . . . .	7-14

#### CHAPTER 8 - HAWAIIAN SYNOPSIS/SCHEDULING

8.1. HAWAIIAN OPAREA SYNOPSIS . . . . .	8-1
8.2. SCHEDULING REQUESTS. . . . .	8-1
8.2.1. ROUTINE TRAINING . . . . .	8-1
8.2.2. RESTRICTED AREAS . . . . .	8-1
8.2.3. MAJOR EXERCISE . . . . .	8-2

	PAGE
8.2.4. REQUEST FOR MULTIPLE AREA USAGE. . . . .	8-2
8.2.5. CO-USE COORDINATION. . . . .	8-2
8.2.6. SPECIAL USE AIRSPACE (SUA) . . . . .	8-2
8.2.7. AIR FORCE, ARMY AND OTHER USER REQUESTS. . . . .	8-2
8.3. NOTAMS AND NOTEMARS. . . . .	8-2
8.4. OPAREA UTILIZATION REPORTS . . . . .	8-3

## CHAPTER 1

### General Procedures

**1.1 GENERAL INFORMATION.** Fleet Area Control and Surveillance Facility, San Diego (FACSFACSD) is located in Building 93 on Naval Base Coronado North Complex across from the Uniform Shop. SCORE Range Operations Center Building 1479 is also located on Naval Base Coronado North Complex adjacent to AIMD.

**1.1.1. MAILING ADDRESS:**

Commanding Officer  
Fleet Area Control and Surveillance Facility, San Diego  
P.O. Box 357062  
San Diego, CA 92135-7062

**1.1.2. PLAD ADDRESS:** FACSFAC SAN DIEGO CA//XX//(XX)-Office Code  
FACSFACDETSORE SAN DIEGO CA//20//

Office Codes:

CO	00
XO	01
CSC	01CSC
ADMIN	10
SCORE OIC	20
OPS	30
SCHEDULES	33
AIRSPACE	34
ATC	343
SOCC	344

**1.1.3. RADIO CALL SIGN:** BEAVER

**1.1.4. FACILITY PHONE NUMBERS:**

DSN: 735-XXXX

COMMERCIAL: (619) 545-XXXX

Commanding Officer	545-1738
Executive Officer	545-1740
Administrative Officer	545-1755
Admin Fax	545-4711

**OPERATIONS DEPARTMENT**

Operations Officer	545-1741
Air Traffic Control Officer	545-1782
Air Traffic Control LCPO	545-4826
Air Traffic Control Training Chief	545-4826
Air Traffic Control Radar Chief	545-1781
ATC Facility Watch Supervisor (FWS)	545-1775/1777

**AIRSPACE**

Airspace Liaison Officer	545-1745
Airspace Liaison Chief	545-5589



Airspace Fax	545-1744
--------------	----------

SURFACE OPERATIONS

Surface Officer	545-1782
Surface LCPO	545-1780
Surface LPO	545-1742
Surface Training Petty Officer	545-1742
Surface Watch Supervisor	545-4742

SCHEDULING DIVISION

Scheduling Officer	545-1759
Fleet Scheduler (Mr. Noel)	545-1758
Fleet Scheduler (Mr. Elliott)	545-1757
Fleet Scheduler	545-1756
Fax	435-5071

COMMERCIAL AIR SERVICES

Mr. Diller	435-4518
Fax	435-5071

***ELECTRONICS MAINTENANCE DEPARTMENT***

EMO	545-1773
Maintenance Chief	545-1763
3-M Coordinator	545-1763
Maintenance LPO	545-1762
Technical Support Center	545-1765

RANGE MANAGEMENT

Officer-In-Charge	545-6545
Asst. Officer-In-Charge	545-6534
Range Operations Director	545-6539
SCI OPS Manager	545-8527
SCI Range Manager	TBD
Program Manager (USW/MIW/UNDERWATERTGT)	545-6541
Program Manager (SUW/SURFACE TGT)	545-6532
Program Manager (RDT&E/AERIAL TGT/FMS/T&E)	545-8524
Program Manager (EW/ADVERSRARY ISLAND)	522-2179
Short Range Scheduler (BG OPS COORDINATOR)	545-6552
(Current 3 weeks/Fleet Exercises)	
Long Range Scheduler	545-6536
Range Safety Officer	545-6558
Fax	545-8526

**1.2. GLOSSARY.**

AAGUN - Air-to-Air Gunnery.

ACM - Air Combat Maneuvering. Flight of two or more aircraft involved in abrupt changes in flight path/altitude, scheduled exclusive use operation (daylight hour only and will not be scheduled below 5,000 feet MSL).

ACTRL - Acoustic Trials.

ADIZ - Air Defense Identification Zone. The area of airspace over land or water, extending upward from the surface, within which ready identification, location, and control of aircraft are required in the interest of national security.

AEW - Airborne Early Warning. Air surveillance provided by aircraft with search and identification radar.

AGL - Altitude expressed in feet above ground level.

AIC - Air Intercept Control. Air intercept training involving abrupt altitude changes, but not involving ACM.

AIM - Aeronautical Information Manual.

AIR EMBOLISM - Excess gas pressure inside the lungs; characterized by blurred vision and paralysis.

ALTRV - Altitude Reservation. Airspace utilization under prescribed conditions normally employed for mass movement of aircraft and other special user requirements which cannot otherwise be accomplished. ALTRV's are approved by the appropriate FAA facility.

AMW - Amphibious Warfare. Projecting military power from the sea by naval and landing forces, embarked in ships or craft involving a landing on a hostile or potentially hostile shore.

ARTCC - Air Route Traffic Control Center.

ARU - Airborne Radar Unit.

ASTAC - Anti-Submarine Tactical Air Control. The direct control of Anti-Submarine assets (S-3/P-3 and Helicopters) for the detection, tracking and destruction of enemy submarines.

ASBAT - At-Sea Bearing Accuracy Tests.

ASROC - Anti-Submarine Rocket.

ATC - Air Traffic Control.

ATCT - Air Traffic Control Tower.

ATCAA - Air Traffic Control Assigned Airspace. Airspace of defined horizontal and vertical limits, assigned by Air Traffic Control, for the purpose of separating certain military training activities from IFR traffic. ATCAAs are used for the development of proficiency in all phases of the intercept mission, both ground and air components. Procedures governing operations within ATCAAs shall be specified in Letters of Agreement between local military authorities and the ATC facilities concerned.

AW - Air Warfare.

AWEX - Air Warfare Exercise.

BABYVAC - The transportation of an ill or injured baby who requires medical attention at another facility.

BDU - Bomb Dummy Unit. An inert practice bomb with a small smoke charge in the nose.

BEAVER - FACSFACSD callsign.

BINGO - The fuel state at which an aircraft is required to proceed from its present position to the nearest suitable divert field. The aircraft is considered to be in an emergency fuel situation.

BL&P - Blind, Loaded and Plugged. An inert type of naval surface fire support round.

BOS - Base Operating Support. Funds provided by the Shore Establishment Resource Manager for development, maintenance and operations of facilities, lands and other support functions.

BUD/S - Basic Underwater Demolition/SEALS.

C2W - Command and Control Warfare.

C2WEX - Command and Control Warfare/Electronic Warfare Exercise.

C2WROC - Command and Control Warfare/Electronic Warfare Range Operations Center.

CAE - Control Area Extension.

CAS - Close Air Support or Contract Air Services.

COLD AREA - Air, surface, or subsurface OPAREA, wherein no hazardous operations are being conducted.

COMEX - Commence Exercise.

COMPTUEX - Composite Training Unit Exercise.

CONTROLLED AIRSPACE - Airspace of defined dimensions designated as Continental Control Area, Control Area, Terminal Control Area or Transition Area, within which some or all aircraft may be subject to air traffic control.

CONTROLLING AGENCY - The FAA facility which may authorize transit through, or flight within, a Restricted/Warning Area in accordance with a joint use letter issued under FAR, Part 73. Designation of the FAA as the controlling agency in Restricted/Warning airspace applies only in the period when the area is released to the FAA. Such designation does not negate, compromise or modify military control of use of the area.

CO-USE - When used in a request for an area or target, informs the Scheduling Activity that the requesting unit is able to conduct the planned exercise/operation safely, even though other ground units, ships, submarines or aircraft are in or transiting the area. CO-USAGE means the requesting unit will establish and maintain necessary communications with other units to provide for safety and maximum utilization of the area assigned.

CQ - Carrier Qualifications.

CRRC - Combat Rubber Raiding Craft.

CSAR - Combat Search and Rescue.

DANGER AREA - An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

DANGER ZONE - Term utilized by the Coast Guard referring to areas delineated in the Coast Pilot wherein surface vessels are prohibited from entry.

DECOMPRESSION SICKNESS (BENDS) - Local pain in the joints, fatigue and possible unconsciousness. Oxygen and other gases are dissolved in the blood. The quantity of gases in the blood increases as the water pressure against the body increases.

DLQ - Deck Landing Qualifications.

DME - Distance Measuring Equipment.

DSRV - Deep Submergence Rescue Vehicle.

DTE - Detect-to-Engage.

DUE REGARD - A term indicating flight where the military aircraft commander accepts responsibility to separate his aircraft from all other air traffic.

ECC - Engineering Casualty Control.

ECM - Electronic Countermeasure.

EMERGENCY FUEL - An emergency situation where the pilot shall be given priority handling to land as soon as possible.

EOD - Explosive Ordnance Disposal. The detection, identification, on-site evaluation, rendering safe, recovery, and final disposition of ordnance that has not detonated.

ETA - Estimated Time of Arrival.

EWR - Electronic Warfare Range.

EWTGPAC - Expeditionary Warfare Training Group Pacific.

EXCLUSIVE USE - An operating area or a portion thereof that is scheduled for the exclusive use by the assigned unit(s). No other unit will be scheduled at the same time in the same area.

FAA - Federal Aviation Administration.

FACTS - FACSFAC Air Control Tracking System. The FACTS system is an automated Air Traffic Control System consisting of processing units, displays, computer programs, remote radar sites and land lines.

FACSFAC - Fleet Area Control and Surveillance Facility.

FAM - Familiarization Flight.

FCLP - Field Carrier Landing Practice.

FINEX - Exercise is complete.

FIWC - Fleet Information Warfare Command.

FLEET OPAREAs - Fleet Operating Areas. Targets, test, and special use areas which may also include the airspace up to specified altitudes or from the surface to the ocean floor within international waters.

FLEETEX - Fleet Exercise.

FLETA - Fleet Training Area.

FL - Flight Level.

FORACS/WSAT - Fleet Operational Readiness Accuracy Check Site/Weapons Systems Acceptance Trials.

FSA - Fire Support Area.

FSCEX - Fire Support Coordination Exercise.

FXP - Fleet Exercise Publication.

GAAC - Geographic Area Assignment Coordinator.

GIS - Geographic Information System.

GPS - Global Positioning System.

GUNEX - Gunnery Exercise.

HE - High Explosive.

HOT AREA - Air, surface, or subsurface OPAREA, wherein ordnance is being fired/dropped or other operations are being conducted that present a hazard to non-participants.

HULA DANCER - FACSFAC Pearl Harbor's callsign.

HUMEVAC - Humanitarian Evacuation, the transportation of personnel for humanitarian reasons (i.e., emergency leave, etc.).

ICAO - International Civil Aviation Organization.

IFR - Instrument Flight Rules. Rules governing procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan (refer to AIM). Also see IMC, VFR, IR and VMC.

IMC - Instrument Meteorological Conditions. Weather conditions expressed in terms of visibility, distance from cloud and ceiling less than the minimum specified for visual meteorological conditions. Also see IFR, VFR and VMC.

IR - Instrument Flight Rules Route.

ISE - Independent Steaming Exercise. Surface unit conducting independent internal exercises requiring no other restricting area clearances. ISEs are usually associated with transits through OPAREAs.

JTFEX - Joint Task Force Exercise.

LAND RESOURCE MANAGER - Command responsible for the management, planning, programming, and budgeting of land, real property, facilities, services, supplies, utilities and natural resource management of an OPAREA.

LASS - Low Altitude Surveillance System.

LATR - Large Area Tracking System.

LCAC - Landing Craft Air Cushion.

LINKEX - LINK Exercise.

LITTORAL - Those regions relating to or existing on a shore or coastal region, within direct control of and vulnerable to the striking power of naval expeditionary forces.

LOA - Letter of Agreement.

LZ - Landing Zone.

MAROPS - Maritime Operations.

MARSA - Military Assumes Responsibility for Separation of Aircraft.

MCAGCC - Marine Corps Air Ground Combat Center, Twenty Nine Palms.

MCAS - Marine Corps Air Stations.

MEA - Minimum Enroute Altitude.

MEDEVAC - Medical Evacuation, the immediate evacuation of a patient suffering from an injury/ailment which maybe life-threatening and warrants transportation from the vessel/station (i.e., NUC) to an appropriate medical facility.

MEDICO - A doctor's medical advice passed to a vessel which has a patient onboard suffering from an ailment/injury. Provided when:

1. The injury is not life-threatening and the patient can wait until the vessel arrives in port to receive medical attention.
2. The patient is unable to receive immediate medical attention due to distance offshore, weather, lack of resources, etc.

MEF - Marine Expeditionary Force.

MEFEX - Middle East Force Exercise.

MEU - Marine Expeditionary Unit.

MINEX - Mine Exercise.

MINIMUM FUEL - Aircraft fuel state dictates the pilot can accept no undue delay upon reaching his destination. This is not an emergency.

MIR - Missile Impact Range.

MISSILEX - Missile Exercise.

MIW - Mine Warfare.

MMR - Military Munitions Rule.

MOA - Military Operating Area.

MOS - Military Operations Specialist (works with FAA).

MOUT - Military Operations in Urban Terrain.

MRCI - Mine Readiness Certification Inspection.

MRTFB - Major Range Test Facility Base. An RDT&E facility.

MRU - Military Radar Unit. Any fixed or mobile ground based unit under the operations jurisdiction of the military services excluding commissioned ATC facilities. Military Radar Units shall not provide ATC services.

MSL - Altitude expressed in feet above Mean Sea Level.

MTR - Military Training Routes; Mine Training Range.

NAAS - Naval Auxiliary Air Stations.

NALF - Naval Auxiliary Landing Field.

NALF SCI- Naval Auxiliary Landing Field San Clemente Island.

NAS - National Airspace System/Naval Air Station.

NAVAREA XII - Radio Navigational Warning issued by the NIMA. Provides notification of the more important marine incidents, navigational changes and hazards.

NAVREP-WP - Naval Representative, Western Pacific Region (FAA).

NAWCWPNS - Naval Air Warfare Center Weapons Division.

NEO - Non-Combatant Evacuation.

NEPA - National Environmental Policy Act.

NITROGEN NARCOSIS - Caused by the narcotic effects of breathing air under pressure (below 100 feet). It is immediately alleviated by ascending to a depth of less than 100 feet.

NON-PARTICIPATING AIRCRAFT - Nonparticipating pilots, while not excluded from the warning areas established by this SFAR, are on notice that

military activity, which may be hazardous to nonparticipating aircraft, is conducted in these areas.

NORAD - North American Air Defense Command.

NOTAM - Notice to Airmen. A broadcasted or published flight advisory that disseminates information affecting safety of flight. Issued on a temporary basis or until published in applicable Flight Information Publications (FLIP).

NOTEMAR - Notice to Mariners. A broadcasted or published navigation advisory that disseminates information affecting safety of navigation within a specified geographical area.

NRO - Natural Resources Office.

NRSW - Navy Region Southwest.

NSFS - Naval Surface Fire Support. Fire provided by Navy surface gun and missile systems in support of a unit or units on land.

NSW - Naval Special Warfare.

NSWC - Naval Special Warfare Center.

NUWC - Naval Undersea Warfare Center.

NSWG-1 - Naval Special Warfare Group ONE.

OCE - Officer Conducting the Exercise.

OIC - Officer-in-Charge.

OP - Observation Post.

OPAREA - Operating Area.

OPAREA Resource Manager - Fleet command(s) responsible for the planning, programming, budgeting and manpower for Fleet training range operating support (ROS). Scheduling authorities are Resource Managers unless otherwise indicated.

OPERATING AREA COORDINATOR - Administers all Navy Fleet OPAREAs within designated geographic area. (The administration of an area includes: recommending assignment of, or acting as a Scheduling Authority, recommending approval/disapproval of requests to establish, modify, or dis-establish an area; and coordination of reporting requirements in the area). Initiation of any reports on individual areas may be delegated to specific Scheduling Authorities, but the Operating Area Coordinator must still coordinate these reports.

OTC - Officer in Tactical Command. Senior officer present eligible to assume command or the officer he has delegated tactical command.

PARTICIPATING AIRCRAFT - Each person conducting an aircraft operation within a warning area designated under this special rule and operating with the approval of the using agency may deviate from the rules of



Part 91, Subpart B, to the extent that the rules are not compatible with approved operations.

PDC/SUS - Practice Depth Charge/Signal Underwater Sound.

PIM - Position of Intended Movement. Position of ship or submarine with regard to expected course and speed over a specific period of time.

PMRF - Pacific Missile Range Facility.

PROHIBITED AREA - Designated airspace within which the flight of aircraft is prohibited. Also used in reference to Danger Zones in the Coast Pilot and indicates surface craft are prohibited from entry.

REWS - Range Electronic Warfare Simulator.

RDT&E - Research, Development, Test and Evaluation.

ROC - Range Operations Center.

ROS - Range Operating Support. Funds provided by the N889 for the Fleet Range Resource Manager for development, maintenance and operations of range instrumentation, command and control, targets, facilities, and other range operations functions.

RSO - Range Safety Officer. The individual responsible for the safe execution of live fire training.

RPV - Remotely Piloted Vehicle.

SAC - Scene of Action Commander.

SAR - Search and Rescue.

SCI - San Clemente Island.

SCIUR - San Clemente Island Underwater Range.

San Clemente Island Range Complex - The geographically integrated series of ranges and operations areas clustered within 60 miles of SCI.

SCHEDULING ACTIVITY - Coordinates assignment of areas and services under its cognizance.

SCHEDULING AUTHORITY - Exercises administrative control of all Fleet OPAREAs within a designed geographic area. Coordinates and monitors Scheduling Activities.

SCORE - Southern California Offshore Range.

SHOBA - Shore Bombardment Area.

SMS - Surface Missile System.

SOAR - Southern California ASW Range.

SOP - Standard Operating Procedures.

SPAWAR - Space and Naval Warfare Systems Command.

SPAWARSYSCEN - SPAWAR Systems Center.

SPECIAL USE AIRSPACE - Airspace of defined dimensions wherein activities must be confined, because of their nature, and/or wherein limitations are imposed upon aircraft operations that are not part of those activities.

SPECIAL USE AREA - An operating or target area designated for special use under the cognizance of a Scheduling Authority.

SSRNM - Surface Ship Radiated Noise Measurement.

STARBURST - SOAR/OFFSHORE operation callsign.

SUA - Special Use Airspace.

SUBMARINE TRANSIT LANE - Area designated for submarines conducting training or operating, normally submerged below 98 feet depth.

SUBROC - Submarine Rocket.

SUW - Surface Warfare.

SVTT - Surface Vessel Torpedo Tube.

SWAT - Special Warfare Training Area.

TACP/TAC(A) - Tactical Air Control Party/Tactical Air Controller (Airborne).

TAR - Training Area and Range.

TAS - True Air Speed/Threat Avoidance Site.

TFSTAR - Task Force Standard Training and Readiness.

TMA - Tactical Maneuvering Area.

TTR - Tactical Training Range. An area on land or sea designated and equipped for practice in firing and use of live ordnance against scored or tactical targets.

TTRR - Tactical Training Range Roadmap. The OPNAV document that identifies long range training requirements and defines the capabilities that must be provided at each tactical training location. Infrastructure requirements are defined for training space, targets, electromagnetic threat environment, and instrumentation necessary to support surface, subsurface and airborne tactical training in the Department of the Navy.

UNREP - Underway Replenishment.

USW - Undersea Warfare.

VDS - Variable Depth Sonar. Sonar transducer which can be towed behind or beneath a vessel at varying depths.

VFR - Visual Flight Rules. Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used to indicated weather conditions that are equal to or greater than VFR minimum requirements (refer to FAR, Part 91 and the Aeronautical Information Manual). Also see IFR, IMC and VMC.

VR - Visual Flight Rules Route.

VSWMCM - Very Shallow Water Mine Counter Measures.

WARNING AREA - Airspace of defined dimensions, extending from 3 NM outwards from the coast of the United States, that contains activity which may be hazardous to nonparticipating aircraft. Because Warning Areas are located over International Waters, flight within these areas is not legally restricted. However, pilots are advised to be aware of the activities conducted therein. Warning Area coordinates are set forth in DOD Information Publications, Planning II, (FLIP AP/1A, Special Use Airspace).

WITCHDOCTOR - EWR callsign.

**1.3. FACSFACSD OPERATING AREAS.** The Fleet OPAREAs addressed by this instruction are located in the states of Arizona, California, Hawaii, Oregon and Washington, and include offshore areas contiguous with the West Coast from Canada to Mexico and surrounding Hawaii. For convenience of reference, the Fleet Operating Areas (OPAREAs) are subdivided into regions, SOCAL/NOCAL OPAREAs, Inland OPAREAs, PACNORWEST and Hawaii. Users should consult the following references for information concerning OPAREAs not listed in this instruction.

a. FALLON INLAND RANGES - Fallon Range User's Manual NASFINST 3752.1 (series).

b. MCAGCC TWENTYNINE PALMS - MCAGCC P3500.4 (series).

c. MCB CAMP PENDLETON - MCB CPP-3500.1 (series).

d. NAWCPWPNS China Lake - R-2508 Complex User's Handbook of 30 April 1992.

e. PACNORWEST Coastal and Inland OPAREAs - NASWHIDBEYINST 3770.1 (series).

f. Yuma Inland Ranges, MCAS Yuma - Station Order 3710.6 (series), Station Order 3700.4

**1.3.1. SOCAL OPAREAs (surface and subsurface).**

a. Advance Research Projects Agency (ARPA) Training Minefield

b. Air Refueling Track 651 (AR-651)

c. Air Refueling Track 657 (AR-657)

d. Air Refueling Tanker Track (AR TKR TRK)

- e. Area Foxtrot
  - f. Breaklock (BRCLK) REWS Threat Avoidance Training Area
  - g. Camp Pendleton San Onofre High/Low Military Operations Area (MOA)
  - h. Camp Pendleton Area Alpha
  - i. Camp Pendleton Amphibious Assault Area (CPAAA)
  - j. Camp Pendleton Amphibious Vehicle Training Area (CPAVA)
  - k. Encinitas Naval Electronic Test Area (ENETA)
  - l. Fleet Training Area (FLETA)
  - m. Helicopter Offshore Training Area (HCOTA) Dipping Area
  - n. LEON Water Drop Zone
  - o. Laser Training Range (LTR)
  - p. Mine Training Range (MTR)
  - q. Kingfisher Training Range (KTR) Surface Ship Mine Avoidance
- Training
- r. Mike-5
  - s. Northern Air Operating Area (NAOPA)
  - t. NEPTUNE Water Drop Zone
  - u. Electronic Warfare Range (EWR)
  - v. SAINT Water Drop Zone
  - w. San Clemente Island Underwater Range (SCIUR)/OPAREA 3803 (Areas A through H)
  - x. San Diego Bay Training Areas (SDBTA)
  - y. SHORE Bombardment Area/Extension (SHOBA/SHOBA EXT/SHOBA WEST)
  - z. San Clemente Island North of SHOBA
  - aa. SOCAL ASW Range (SOAR), (Areas U1 through U2/T1 through T5)
  - bb. San Pedro Channel Operating Area (SPCOA)
  - cc. Silver Strand Amphibious Beaching Area (SSABA)
  - dd. Submarine Transit Lanes

ee. Special Warfare Training Areas One/Two/Three (SWAT1/SWAT2/SWAT3)  
San Clemente Island

ff. Tactical Maneuvering Areas (TMA P1 through P8)

gg. ULM 4 (San Diego) Shipboard Electronics Systems Evaluation  
Facility (SESEF)

hh. Variable Depth Sonar (VDS) No Notice Area

ii. Warning Area 291

jj. Western San Clemente Operating Area (WSCOA)

kk. Missile Range 1 East/West (MISR1E/MISR1W) and Missile Range 2  
(MISR2)

ll. NAWCWPNS Area Notes

mm. Warning Area 60 (W-60)

nn. Warning Area 61 (W-61)

oo. Warning Area 289 W-289)

pp. Warning Area 290 (W-290)

qq. Warning Area 291 (W-291)

rr. Warning Area 412 (W-412)

ss. Warning Area 532 (W-532)

tt. Warning Area 537 (W-537)

**1.3.2. NOCAL OPAREAs (surface and subsurface).**

a. Air Refueling Anchor 621 (AR-621)

b. Air Refueling Anchor 634 (AR-634)

c. Hunter MOA/ATCAA

d. Warning Area 260 (W-260)

e. Warning Area 283 (W-283)

f. Warning Area 283 North (W-283N)

g. Warning Area 513 (W-513)

**1.3.3. INLAND AREAS.**

a. ABEL MOA/ATCAA

b. DOME ATCAA

- c. IMPERIAL ATCAA
- d. KANE MOA/ATCAA
- e. QUAIL MOA/ATCAA
- f. TURTLE MOA/ATCAA
- g. Restricted Area 2301 West (R-2301W)
  - (1) Barry M. Goldwater (BMG) Gunnery Range
  - (2) CACTUS West Low/High
  - (3) MOVING SANDS Low/High
  - (4) Yuma Tactical Aircrew Combat Training System Range
- h. Restricted Area 2507 (R-2507)
  - (1) Chocolate Mountain Aerial Gunnery Range
  - (2) Chocolate Mountain Impact Area (North/South A/B/C)
- i. Restricted Area 2507 (R-2507)
  - (1) TARGET 101 "SHADETREE"
    - (a) CAMELOT Drop Zone
    - (b) SUPERSTITION Drop Zone
    - (c) BULLHEAD Drop Zone
  - (2) TARGET 103 "LOOM LOBBY"
- j. Restricted Area 2512 (R-2512)
  - (1) TARGET 68, "INKY BARLEY"
  - (2) TARGET 95, "KITTY BAGGAGE"
- k. Camp Pendleton Amphibious Assault Training Area/Artillery/Aircraft/Bombing and Strafing Range (R-2503 Areas A through C)
- l. Restricted Area 2519 (R-2519)
- m. Restricted Area 2535 A/B (R-2535 A/B)

**1.3.4. RESTRICTED AREAS.** All military training, to the extent possible, should be conducted within established Restricted and Warning Areas or in an airspace reservation established with the appropriate ATC authorities. All inland targets lie within designated Restricted Areas and shall not be entered by aircraft without specific authorization from the Scheduling Authority. When operating with proper clearance in designated Restricted Areas, aircrews shall be aware that civil aircraft may not honor such areas

or monitor appropriate radio frequencies required to receive hazard warnings. Aircrews shall maintain a continuous visual lookout of exercise areas.

**1.3.5. WARNING AREAS.** All military training to the extent possible, should be conducted within established Restricted and Warning Areas or in an reservation established with the appropriate ATC authorities. Much of the ocean area adjacent to the California and Hawaii coastlines lies within designated Warning Areas. Flights within Warning Areas shall be conducted cautiously to avoid danger from anti-aircraft firing, drone and missile flights and other hazards to flight. Fleet OPAREAs are designated for use by the U.S. Navy and Marine Corps. However, since offshore Fleet OPAREAs are located in international waters, normal "Freedom of the Seas" principles apply. Other government agencies or civilian enterprises may have a need to use a Fleet OPAREA. Scheduling Authorities are authorized to schedule non-military activities in Fleet OPAREAs using procedures prescribed in this manual.

**1.3.6. ANCHORAGE'S AND BUOYS:**

a. Wilson Cove - Requests for anchorage should be made to the Officer-In Charge (OIC), NALF San Clemente Island on Marine VHF Channel 16, callsign "SAN CLEMENTE CONTROL BRAVO" or via landline to Island Logistics at COMM/DSN 524-9120/9122. Message request should be addressed to NALF San Clemente Island, info FACSFAC San Diego CA//SCORE//. Vessels anchoring or mooring in Wilson Cove shall maintain a continuous guard on Marine VHF Channel 16.

b. Pyramid Cove - Requests for anchorage should be made to FACSFAC (SCORE) scheduling by message. Message requests should be addressed to FACSFACDETSORE San Diego CA//20//, info EWTGPAC San Diego CA//67// and NALF San Clemente Island CA//902//. Fleet units can verify that shore bombardment evolutions are not scheduled during requested anchorage periods by checking the SOCAL OPAREA Synopsis on the SCORE Web site at <<http://www.score.net>>.or by calling the SCORE Scheduler at COMM (619) 545-6536/52 DSN 735-6536/52.

c. West Cove - There is no anchorage authorized in West Cove (NW San Clemente Island) or in Danger Area 334.960.

d. Coronado Roads - COMAFLOATRAGRUPAC San Diego schedules Anchorage's 125, 126, 147, 158, and 171. Port Service Officer (PSO) San Diego schedules Anchorage's 124, 135, 146, and 170. COMNAVBCHGRU ONE schedules all other anchorages within area SSABA. Units requesting anchorages from COMAFLOATRAGRUPAC or PSO include COMNAVBCHGRU ONE as info addressee.

e. San Diego Harbor- COMAFLOATRAGRUPAC schedules Anchorages 212, 213, 214, 215, 216, 217 and Buoys 19, 20, and 21 in the vicinity of Harbor Island.

**1.3.7. SURFACE/SUBSURFACE TRANSIT CORRIDORS/LANES.** The Submarine Transit Lane SIERRA ZEUS coincides with a Surface Transit Lane used for transit to/from Fleet OPAREAs. No firing is permitted in the Surface Transit Lane, except when scheduled in advance with FACSFAC and CTG 14.6 (SUBOPAUTH), Bangor WA, under unusual circumstances. An OPAREA request involving operations hazardous to transiting submarines in activated transit lanes must be info addressed to the appropriate Submarine Operating Authorities (SUBOPAUTH). Approval of the OPAREA request will not be granted without

concurrence from SUBOPAUTH. In the case of high priority operations, direct liaison is authorized between OPAREA Coordinators, Scheduling Authorities, SUBOPAUTHs and other commands as required.

**1.4. ELECTRONIC COUNTERMEASURES (ECM).** Any unit desiring to employ mechanical and/or electronic ECM in EASTPAC SOCAL/NOCAL OPAREAs will submit an ECM request (ECM Clearance, Small Scale ECM Notification, ECM Training Frequency Coordination Request or Large Scale ECM Request) to COMTHIRDFLT in accordance with COMTHIRDFLT/COMSEVENTHFLT OPORD 201 and indicate ECM intentions in the OPAREA request. All units shall comply with ECM procedures in COMTHIRDFLT/COMSEVENTHFLT OPORD 201, specifically that air dispensed chaff does not travel any closer than 50 NM and surface chaff any closer than 15 NM, of any land mass, including offshore islands. COMEX and FINEX of ECM operations will be reported real-time to "BEAVER" on assigned frequency. Unrestricted use of all airborne and surface ECM is authorized outside of 200 NM perimeter of the Canadian and U.S. West Coast and any Hawaiian Island. An ECM clearance or ECM training coordination request is not required. Inside the parameters listed above, EW training will be conducted in accordance with COMTHIRDFLT/COMSEVENTHFLT OPORD 201.

**1.5. REMOTE PILOTED VEHICLE (RPV)/UNMANNED AERIAL VEHICLE (UAV) OPERATIONS.** RPVs and UAVs do not have see and avoid capability, therefore, their operation shall be scheduled as an exclusive event in Warning Areas under FACSFACSD's scheduling authority. These operations shall be coordinated/scheduled at least 10 days in advance with the FACSFAC Airspace (Code 34) and Schedules (Code 33) offices. The only exceptions are if a chase plane is employed or operations are conducted within visual range (not to exceed 3 NM/1000 ft) of a surface vessel, however, advance notification (96 hours) is still required for assignment of a discrete Mode III IFF Code.

**1.6. ACTIVE DRUG INTERDICTION.** An aircraft participating in active drug interdiction shall have priority over all operations except a Search and Rescue (SAR) in the rescue phase, a medical evacuation (MEDEVAC) or an active USW investigation.

**1.7. AMPHIBIOUS OPERATIONS, LAND WARFARE AND SHORE PARTIES.** Units conducting nearshore amphibious operations or land warfare exercises that require shore parties on San Clemente Island shall obtain prior message approval from SCORE Range. Message requests shall include NALF SCI and NAS North Island, San Diego CA, as info addressees and detail date/time, location and scope of proposed operations. See the section on San Clemente Island Operations North of SHOBA for additional details.

**1.8. AREA CLEARANCE.** It is the responsibility of individual unit commanders to ensure OPAREAs/Targets are clear before commencing hazardous operations. Aircraft shall avoid populated areas as much as possible when carrying ordnance to and from ranges, targets, etc. Use of certain OPAREAs will require a utilization report.

**1.8.1. GENERAL REGULATIONS.** The following general rules apply to Area Clearances within the FACSFAC OPAREAs.

a. The firing of depth charges and other underwater ordnance shall be in strict compliance with COMNAVSURFPACINST 3120.1 (series). All events affecting the water column below 90 feet, such as exercise torpedo firings or tracking exercises utilizing submerged mobile targets, except MK 39 mini mobile target, will have prior concurrence of the SUBOPAUTH. For Variable



Depth Sonars (VDS), Towed Array Sonars (CATAS/DTAS) and Torpedo Decoys, the maximum operating depth must have the prior approval of the SUBOPAUTH. All submerged towing must be coordinated with the appropriate SUBOPAUTH. SUBOPAUTH's for the EASTPAC OPAREAs are:

HAWAIIAN	COMSUBPAC, Pearl Harbor, HI
PACNORWEST	COMSUBTRAGRU PACNORWEST, Banger, WA
EASTPAC	COMSUBTRAGRU West Coast, Banger WA

b. Ships, submarines and aircraft conducting gunnery, rocket, missile or other exercises hazardous to nonparticipants, shall not start the exercises before, nor continue the exercise past, the scheduled times, without permission from the Scheduling Authority. Units shall, at all times, receive permission from the scheduling authority prior to COMEX.

c. Aircraft and targets shall remain in the assigned area ensuring all ordnance impacts within the area(s) specifically assigned and firing is in accordance with current safety instructions.

d. Units shall conduct weapons firings unless otherwise coordinated only in authorized offshore firing area permanently NOTMAREd, (FLETA HOT, TMA'S P-2/3), except in the case of designated shore bombardment areas.

e. Aerial and surface exercises involving the expenditure of service or practice ordnance, pyrotechnic or illumination devices and marine markers such as smoke or sea dye (e.g. as used for man over board), shall be conducted only in areas or at targets requested and subsequently assigned for that purpose. Units conducting these types of exercises offshore San Diego (including waters in the vicinity of San Clemente Island and Camp Pendleton) shall notify "BEAVER" or "STARBURST" (SCORE) real-time of their intentions. This will greatly reduce the number of SAR resources launched to investigate the expenditure, only to determine false alarms.

f. Aircraft shall avoid supersonic flights below FL300 within 30 miles of the Coast line or any land mass. Every effort shall be made to orient such flight away from land.

g. It is the responsibility of individual units and/or group Officer in Tactical Command (OTC)/Officer Conducting Exercise (OCE) to make themselves aware of, plot and remain clear of HOT areas and conduct their operations outside exclusive use areas.

**1.9. AREA ASSIGNMENT TIMES.** All Fleet OPAREA usage requiring air services, exclusive area use (hazardous to nonparticipants) and shipboard flight operations shall be scheduled and shall adhere to the time assigned. If a time extension is required due to operational commitments, a request shall be made with "BEAVER". Requests must reach the scheduling authority a minimum of seven days in advance.

**1.10. RESPONSIBILITIES.** Strict adherence to the provisions of this manual are necessary to ensure maximum utilization of limited areas and assets. Procedural deviations which hinder safe operations in EASTPAC OPAREAs will be reported to the violating ship or squadron, the appropriate Type and Operational commanders, with information copies to interested commands or agencies. This report may be initiated by the users or FACSFAC. Specific responsibilities include:

**1.10.1. FLEET OPAREA COORDINATOR:**

- a. Coordinate the administration of all Navy established areas within their geographical area.
- b. Coordinate the compilation of OPAREA utilization data.
- c. Adjudicate conflicts with priorities for OPAREA assignments.
- d. Ensure OPAREA descriptions in assigned sections of this manual are kept current. In the interest of uniformity and safety, OPAREA Coordinators will thoroughly check all revisions submitted to Scheduling Authorities within the assigned geographic area. Revisions or negative reports go to FACSFACSD semi-annually.
- e. The Commanding Officer, Fleet Area Control and Surveillance Facility, San Diego is designated as OPAREA Coordinator for all Fleet operating, target, test and special use areas within the EASTPAC SOCIAL OPAREA (Inland), except China Lake and MCAGCC Twenty-Nine Palms OPAREAs.

**1.10.2. SCHEDULING AUTHORITIES.** Assigned for each designated operating area and normally have a major interest in the particular area.

- a. Adjudicate real-time operating area conflicts in accordance with this manual.
- b. Ensure Scheduling Activity responsibilities are assumed for all OPAREAs under the Scheduling Authority's cognizance.
- c. Request and ensure acknowledgment of cancellations or changes in dates of area reservations in cases where non-receipt of such notification by the user could create a hazardous situation.
- d. Ensure promulgation of necessary NOTAM's and/or provide the Defense Mapping Agency Hydrographic/Topographic Center (NIMA), Coast Guard District 12 (NAVAREA XII) for operations within their respective areas of responsibility.

**1.10.3. SCHEDULING ACTIVITIES.** Assigned for some designated operating areas normally having a major interest in that particular area. If no scheduling activity is listed, the Scheduling Authority assumes the Scheduling Activity responsibilities.

- a. Schedule usage of the operating area to best accommodate the requirements of the Fleet user.
- b. Control scheduling and effect liaison with other commands and government agencies to ensure safety of units within or adjacent to the operating area and airspace.
- c. Recommend modification to the operating area or establishment of a new operating area.
- d. Collect OPAREA usage data and submit reports as prescribed.
- e. Establish and promulgate to users any safety precautions for operations within this area.

f. Issue NOTAMs and/or request NOTEMARs and NAVAREA XII's from NIMA and Coast Guard as required.

g. Prepare recommended changes to the OPAREA description for submission to the OPAREA Coordinator/Scheduling Authority to ensure OPAREA descriptions are accurate at all times.

**1.10.4. USERS.** The primary purpose of the Fleet OPAREA is to support the needs of the Fleet. To effectively utilize all areas, the user has certain responsibilities:

a. Schedule all operations with the designated Scheduling Authority/Scheduling Activity.

b. Comply with the general and special instructions prescribed for the specific OPAREA.

c. Ensure necessary information is provided to the Scheduling Authority to permit complete support within the OPAREA and accurate compilation of usage date.

d. Immediately notify the Scheduling Authority if an OPAREA/target time will not be utilized as scheduled in the event of a cancellation.

e. Provide OPAREA modification recommendations to the Scheduling Authority to improve support of Fleet Operations.

**1.10.5. OFFICER CONDUCTING THE EXERCISE (OCE).**

a. For all operations, the ultimate responsibility for the safe conduct of the Exercise rests with the OCE.

b. An OCE shall be designated for all multiple unit exercises. For single unit exercises the OCE shall be the unit conducting the exercise. For air operations, the OCE may delegate responsibility to an airborne observer. The observer shall be so identified in the Letter of Instruction (LOI) or Pre-Exercise (PRE-EX) message.

c. For multi-unit exercises, the OCE is responsible for ensuring a single OPAREA request is submitted. Paragraph 1 of the request should list all participating units. The OCE will establish liaison with the Scheduling Authority/Activity sufficiently well in advance of the exercise to permit orderly scheduling of Fleet OPAREAs.

d. All exercises shall be conducted in accordance with established operating procedures and safety criteria.

e. Exercises shall be conducted only in assigned areas. The OCE must ensure any unit providing a service remains within the assigned area. The OCE is responsible for requesting airspace/surface OPAREAs for the servicing units.

f. The OCE shall ensure all exercise units operating in FACSFACSD OPAREAs maintain a continuous guard on the FACSFACSD HF Coordination net, area UHF/VHF frequencies or Guard frequencies found in section 1.11 of this manual.

g. The OCE shall ensure compliance with all Fleet Exercise Publications (FXP) while conducting firing or other hazardous activities. The OCE shall permit firing or jettisoning of aerial targets only when the area is confirmed to be clear of nonparticipating units, both civilian and military.

h. Continuous guard of FACSFACSD communications net shall be maintained during firing events to allow rapid termination of firing if range is fouled.

i. The following types of firing events and operations will normally be scheduled in the areas listed. These events can be coordinated in other areas to meet operational requirements:

(1) Air to Air Gunnery (AAGUN). TMAs, P-2/3 will be assigned. All firing runs will be executed in such a manner that expended ordnance falls well within the assigned area. AAGUN requests must be received at least three working days prior to time requested. The tow aircraft will act as the tactical air controller/airborne safety observer to ensure that live firing takes place within the boundaries of P-2/3. Aircraft may make dry firing runs and shall be on a discrete tactical frequency assigned by "BEAVER". COMEX and FINEX reports shall be made to "BEAVER" and the flight must be alert to "check-fire" calls if "BEAVER" detects any nonparticipating units violating the exclusive area. At least one member of the flight must ensure the surface area is clear prior to commencing firing runs. It is imperative the surface area beneath an undercast be cleared both visually and with the aircraft's radar. If necessary, the dart banner target shall be jettisoned within assigned area.

(2) Rockets and missile firing. Will normally be assigned in MISR 1E/1W or MISR 2. A message or telephone call must be received three working days prior to event. Ordnance must impact within assigned MISR area. COMEX and FINEX reports shall be made to "BEAVER" and the flight must be alert to "check-fire" call if "BEAVER" detects any nonparticipating units violating the exclusive area. At least one member of the flight must ensure the surface area is clear prior to commencing firing runs. It is imperative the surface area beneath an undercast be cleared both visually and with the aircraft's radar.

(3) Air, surface and submarine USW, SUW, C2W training and torpedoes; ASROC; vertical launch ASROC; and USW weapons. The Southern California ASW Range (SOAR) will normally be scheduled from ocean bottom to 3,000 ft. If required, 5,000 to 15,000 feet MSL may be requested with prior coordination through FACSFAC. SOAR is a VFR range. Tactical direction provided by "STARBURST" does not constitute control of aircraft and does not relieve aircraft of responsibility for aircraft separation. For advanced scheduling, units should attend the COMTHIRDFLT Quarterly Scheduling conference, SCORE Scheduling meeting. Short-range scheduling: PHONCON coordination with the SCORE Scheduler at COMM (619) 545-6552 (three current weeks, fleet exercise) or 545-6536 (long-range), DSN 735-6552/6536 with follow-up message. The SCORE Range User's Manual and near real-time scheduling can be accessed through the Internet via: <http://www.score.net>, user name: fleetuser (lower case)/password: fouo (lower case). Submarine transits through SOAR are scheduled in accordance with CTG 14.6/FACSFAC Memorandum of Understanding as described in the Range User's Manual (FACSFACSDINST 3550.1).

(4) Electronic Warfare. The Electronic Warfare Range (EWR) is a co-use air and sea space within W291. TRS (site REWS) coverage originates at 32°51'27.66"N, 118°27' 38.15"W and extends from 140°T to 260°T to a distance of 55 NM for ships and 100 NM for aircraft. TGTE (site Tombstone) coverage originates at 32°54'30"N/ 118°30'54"W and extends from 180°T to 340°T to a distance of 25 NM for ships and 50 NM for aircraft. Prior to COMEX, contact "WITCHDOCTOR" on 285.3 MHz (primary) or 263.9 MHz (secondary). For EWR coordination use 282.1 MHz or Marine Band Channel 16. Range loading and SHOBA operations influence EWR ability to accommodate short-notice requests. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.

(5) 3", 5", 20MM, 25MM, 40MM and 76MM. Quick Draw Area (QDA), Grid (Area 2734WX) will be scheduled on a real time basis. If prior scheduled operations preclude utilization of the primary QDA, an alternate area of equal size (4 NM X 10 NM) will be assigned in 2724WX. GUNPAC Fire only will be authorized. It requires one-hour notification by radio or telephone. EASTPAC SOCAL Area units may use UHF communications to coordinate usage of QDA. Units leaving port may coordinate via telephone COMM (619) 545-1775 DSN 735-1775. IFF (if installed) and two-way communications are required throughout entire evolution. COMEX reports are required 30, 15, and 5 minute prior to firing, permission to go hot and FINEX of firing. Individual unit commanders are ultimately responsible for range safety during operations.

(6) Store Jettison. Aircrews needing to jettison ordnance shall contact "BEAVER" for clearance into a suitable area (normally FLETA HOT). It remains the pilot's responsibility to ensure the area is clear of surface contacts prior to jettisoning. In the event emergency jettison is required, any area that is clear of surface contacts may be utilized. "BEAVER" shall be notified as soon as possible in the event of emergency jettisoning.

(7) Underway Replenishment (UNREP). In order to minimize transit time, preserve exclusive hot areas and restrict refueling within 50 miles of the coastline during routine operations, refueling within the EASTPAC OPAREAs will be conducted in areas 2842SX/2940. Requests for underway refueling at a greater distance from land will be honored if the movement of the oiler does not degrade the ability to provide co-use services within those areas.

(8) LINK 11 Operations. FACSFACSD is designated TDS Link Coordinator for EASTPAC SOCAL OPAREA (duties and responsibilities in accordance with FACSFACINST C3560.3 (series)). Fleet Tactical Data Systems (TDS) ships and aircraft shall participate in the EASTPAC TDS Link when operating within a 300 NM radius seaward of NAS North Island unless exempted by provisions of reference (d). If for any reason, a TDS ship cannot join the Link, that unit shall inform FACSFACSD by the most expeditious means available. A follow-up message shall be sent to FACSFACSD, info TYCOM, utilizing exception criteria set forth in reference (d). All Link capable units will follow standard communication procedures, including, use of AKAI 6, AKAK 1553, line numbers, encrypting X-RAY codes and discrete identifier (DI) codes.

(9) Link 16 Operations. Prior coordination with GAAC is required via message. See section 1.19.2 for procedures.

(10) Flares/Smoke Float or Flotation Devices. Area to be assigned according to operations. All units using flares, smoke float or flotation devices during training operations shall notify FACSFACSD by message or contact "BEAVER" via radio prior to use to give position data to prevent initiation of SAR efforts.

(11) Air Refueling. AR651/AR657/AR634/AR621 air refueling tracks shall be used to the maximum extent possible. However, requirements may necessitate flexibility in which special tracks/anchors will be established for one time use by direct coordination with FACSFACSD. A minimum of three working days lead-time is required to provide for an exclusive area.

(12) Small Arms and Demolition. SHOBA, SCI Small Arms Range, SCI Demolition Range, and Grenade Range. Amphibious and Naval Special Warfare operations may be conducted in the areas indicated after scheduling and coordination with FACSFAC (SCORE). Operational units will check in with "BEAVER" and "STARBURST", "BURNT TREE" or the SCI Range Manager, "SIERRA 7."

**1.10.6. FLEET OPAREA RESOURCE MANAGER:**

a. Manages the planning, programming, budgeting and manpower for Fleet training Range Operating Support (ROS).

b. Develops range concepts of operation, including adversary threats.

c. Identifies top-level requirements for combat environment representation and training feedback support.

d. Identifies range infrastructure requirements for training battlespace, target types and numbers, scoring assets, electromagnetic threat environment, instrumentation, range command, control and communications and debriefing capabilities.

e. Develops and advocates range and OPAREA funding projects in the Program Objective Memorandum (POM) process.

f. Develops inputs for funding under the range Systems Replacement and Modernization (SRAM) program.

g. Participates in the Annual Prioritization and Milestone Process (APMP) for Tactical Training Range funding.

h. Develops Intraservice Support Agreements with Land Resource Managers for ranges and OPAREA under its operational control.

**1.10.7. LAND RESOURCE MANAGER:**

- a. Manages the planning, programming, budgeting, maintenance and operations of land, real property, facilities, services, supplies, utilities and of a range or OPAREA.
- b. Manages Base Operating Support (BOS) funding.
- c. Provides natural resource management and environmental compliance.
- d. Develops and advocates OPAREA BOS support funding projects in the Program Objective Memorandum (POM) process.
- e. Provides support to ranges and OPAREAS for common use facilities, operations maintenance, repair and construction, fire protection, MWR, security services, transportation, administrative services, message traffic, human resources, communications, real property support, grounds maintenance, messing, billeting, installation retail supply and storage, Arms, Ammunition and Explosives safety, storage and transportation, road repair and maintenance, supply services, utilities, and public affairs.

**1.11. COMMUNICATIONS.** The communications procedures established in this chapter are essential for efficient and safe operations within the EASTPAC OPAREAS and shall be adhered to by all units. Communications shall be in accordance with the effective editions of Naval Warfare Publications (NWP 3-50.22), Naval Tactical Publications (NTP-4), Joint Allied Naval Publications (JANAPS), Allied Communication Publication (ACP-125) and other appropriate publications and instructions as modified herein.

**1.11.1. SPECIFIC PROCEDURES.** FACSFAC San Diego is the Net Control Station (NECOS) for Navy Red and Fleet Tac Warning.

- a. Control of communications within each EASTPAC OPAREA will be maintained by the cognizant Scheduling Authority.
- b. Aircraft entering W-291 IFR are instructed when to switch to "BEAVER" frequencies from ARTCC/TRACON. Aircrew shall not contact "BEAVER" until directed to do so.
- c. All vessels and aircraft shall maintain two-way radio communications with "BEAVER" or an acceptable communication relay when operating in EASTPAC OPAREAS unless specifically exempted. All units shall guard military distress frequencies.
- d. Surface vessels will guard Fleet Tactical/Warning and THIRDFLT Secure. Ships controlling aircraft must maintain communications with "BEAVER" at all times.
- e. Daily call signs from AKAI-6 shall be used on FACSFACSD radio circuits, except for aircraft on routine missions, which are in communication with FACSFACSD.
- f. Cancellation of scheduled events shall be forwarded to FACSFACSD as soon as possible.

g. Submit reports of inability to communicate using FACSFACSD primary/secondary communication systems to FACSFACSD. This message shall include the position of the unit trying to establish communications, the time (ZULU) and all frequencies that were utilized.

h. Units using services, OPAREAs or who are transiting EASTPAC OPAREAs are responsible for the following:

(1) Live firing/hazardous exercise communication requirements: Positive two way communications with FACSFACSD shall be established and maintained 1 hour prior to and during any live firing or otherwise hazardous exercise.

(2) All ships and aircraft conducting hazardous operations and/or ECM shall report COMEX/FINEX to "BEAVER". All ships conducting hazardous exercises or operations shall make the following reports to "BEAVER" on Fleet Tactical/Warning or THIRDFLT Secure using event numbers listed in the EASTPAC OPAREA Synopsis:

30 minute STBY my event (number)

15 minute STBY my event           

5 minute STBY my event           

Permission to go HOT           

At the five minute STBY, "BEAVER" will ensure area(s) remains clear. Units shall not COMEX without approval from "BEAVER". On completion of hazardous operations, units will report FINEX. Units conducting non-hazardous /co-use operations are not required to report COMEX/FINEX. However, they shall adhere to the schedule promulgated in the EASTPAC OPAREA Synopsis to prevent conflicts.

(3) Report to Scheduling Authority and OPAREA Coordinator, if applicable, when unauthorized units interrupt or delay a scheduled event.

(4) Notify Scheduling Authority and OPAREA Coordinator, if applicable, in the event of emergencies requiring SAR assistance.

(5) All U.S. Navy units operating in controlled OPAREAs will observe the current Communications Security (COMSEC) requirements. AKAI-6/AKAK 1553 will be used, as appropriate, on all uncovered voice communication nets.

(6) Units controlling aircraft are responsible for keeping them clear of areas assigned exclusive use to others and preventing aircraft spillouts from W-291. Spillouts shall be reported to "BEAVER" immediately on Fleet Tactical or any other available means.

**1.11.2. COMMUNICATION OF VITAL INFORMATION.** All units operating in the FACSFACSD OPAREAs shall maintain positive two-way communications with FACSFACSD. Tactical call sign is "BEAVER".

a. Vital Information. Instructions for the reporting of vital information are contained in NWP 3-50.22, NWP 1-03.1, NWP 3-22.5 SAR TAC, Joint Pub 3-50.1 (Vol I and II) and Allied Tactical Publication (ATP-1C) Vol I.

b. SAR communications are in accordance with NWP 3-50.22 and NWP 3-22.5 SAR TAC.



c. Movement Reports. MOVREPS shall not be considered a request for clearance within the FACSFACSD OPAREAs and are not required by FACSFACSD.

d. SCORE Range. SCORE has the following call signs for its range operations:

- (1) STARBURST (OFFSHORE OPERATIONS)
- (2) WITCH DOCTOR (EWR)
- (3) BURNT TREE (SHOBA/NSFS OPERATIONS)
- (4) SIERRA 7 (SCI OPERATIONS NORTH OF SHOBA)

### 1.11.3. FACSFAC AIR TRAFFIC CONTROL FREQUENCIES:

#### SOCAL

UHF: Guard (aircraft distress)	243.0 MHz
"BEAVER" Check In/Out	
North of CAE1156	266.9/314.7 MHz
South of CAE1156	289.9/285.7 MHz

VHF: Guard (aircraft distress)	121.5 MHz
"BEAVER" Check In/Out	
North of CAE1156	120.85 MHz
South of CAE1156	118.65 MHz

#### Discrete Frequency

TMA	1	308.1
	2	273.1
	3	301.1
	5	Assigned real time
	6	354.9
	7	315.3
	8	As required
	NAOPA	344.1
	SOAR	352.1

#### NOCAL

W-60/61/289/290	280.7 MHz (primary)
	270.5 MHz (secondary)
Vessel/Aircraft Underway	5081.5 KHz    5080 KHz
	3238.5 KHz    3237 KHz
W-260/513	290.15 MHz (primary)
	353.35 MHz (secondary)
	125.825
W-283/285	328.45 MHz (primary)
	282.05 MHz (secondary)
	124.125

This does not authorize users to automatically switch frequencies without proper check in/out. They are not intended for use as air traffic control

frequencies and are solely for units operating within designated areas. BEAVER does not monitor these frequencies and uses them primarily for boundary alerts. Traffic advisories are not normally available on discrete frequencies; however, units operating on NAOPA discrete will receive traffic calls on an "as available" basis.

HF	DT600 (A through F)
SATCOM	306.2 MHz (or as promulgated in EASTPAC COMMUNICATIONS STATUS msg)
ATCOM	268.5 MHz (primary) 376.8 MHz (secondary)
ATIS	282.0
SAR Coordination	282.8 MHz
Fleet Tactical/Warning	TA200Z
LINK: As listed in reference (d).	
Other: Navy Red Common CSS (Command Switching System) Direct on-line message traffic	

Additionally, McClellan Global (see Flight Information Handbook) is available for relay or phone patch.

#### 1.11.4. TELEPHONE NUMBERS OF FLEET OPAREA SCHEDULING ACTIVITIES:

ACTIVITY	COMMERCIAL	DSN
FACSFACSD	(619)545-1757	735-1757
(EASTPAC SW OPAREAs)	FAX (619)545-4711	735-4711
	STU III (619)545-4742	735-4742
FACSFAC/SCORE (SOAR/EWR/SHOBA/SCI/MTR/KINGFISHER/SOCAL MISSILEX)		
(Short Range/Current 3 weeks and FLT EX)	(619)545-6552	735-6552
(Long Range)	(619)545-6536	735-6536
CG MCB Camp Pendleton	(619)725-3510/ 4219	365-3510 365-4219
CAMPDEN OPAREAs	FAX (619)725-4090	365-4090
CG MCAGCC TWENTY-NINE PALMS	(619)367-6454/ 6313	957-6454/ 6313
COMAFLOATRAGRUPAC SAN DIEGO (Tug/Duty Oiler SVCS)	(619)524-1506	525-1506
COMNAVAIRPAC (TACAIR SVCS)	(619)545-2030	735-2030
NAVAIRWARCEN WPNDIV (PT MUGU)	(805)989-7545/ 7358	351-7545 351-7358

COMNAVBEACHGRU ONE (San Diego Bay Training Area/ Silver Strand Amphibious Beaching Area)	(619)437-2476/ 577-2476/ 2478 2478 Monday - Friday 0730-1600 Duty Beeper 556-5500 EXT 8798 (24 hours)
COMNAVSURFPAC (Underwater Detonation AUTH)	(619)437-3335 577-3335
COMSUBTRAGRU West Coast Bangor WA (SUBSURFACE OPS)	(360)396-6530 744-6530
EWTPAC San Diego (Spotter Services)	(619)437-3748 577-3748
MCAS Yuma Range Scheduling	(520)726-2214/ 951-2214/ 2215 2215
ATC (after hours)	(520)726-2231 951-2231
McChord AFB (BIGFOOT) (Western Air Defense Sector)	(206)984-4604 984-4604
NALF San Clemente Island Logistics (schedules Wilson Cove anchorages)	(619)524-9242/ 524-9242 9122 9122
NAF EL Centro	(760)339-2601 958-8601 (760)339-2507
NAVUNSEAWARCEN DET San Diego (SESEF)	(619)553-3184 553-3184
NAWCWPNS, China Lake	(619)939-9128/ 437-9128 9131 9131

**1.11.5. COMMUNICATIONS PROCEDURES FOR EXERCISES INVOLVING AIRCRAFT.** The following procedures apply to all operations and exercises conducted within the FACSFACSD EASTPAC OPAREAs involving aircraft.

a. If a delay is anticipated in the arrival of an assigned service or if the service is canceled, the command providing the service shall notify FACSFACSD. FACSFACSD shall notify the unit receiving the service by voice or message. Cancellation notification made by voice shall be confirmed by message.

b. All aircraft enroute to the OPAREAs shall inform FACSFACSD of event number, working area and working unit. Aircraft working with Military Radar Units (MRU) and/or Airborne Radar Units (ARU) shall inform FACSFACSD on check-in. Aircraft working self-contained will be switched to their working frequency once in the area. All aircraft are required to continuously monitor UHF/VHF Guard.

c. Aircraft cleared into FACSFACSD OPAREAs to conduct operations with ships will be under FACSFACSD control until in communication with or in sight of the ship. At that time a shift to the ship's control frequency will be approved. Contact FACSFACSD if communication with the ship cannot be established or is lost and not re-established during the operations and/or upon completion of the operation.

d. Aircrew operating in EASTPAC SOCIAL OPAREA shall receive a thorough briefing on hazardous operations upon check-in unless the aircrew provides the current ATIS code. The most up-to-date information, as well as current NALF San Clemente Island weather and field status, is provided on a continuous ATIS broadcast on 282.0 MHz. Utilization of ATIS reduces controller workload and ATC frequency congestion.

e. Continuous radar service is available in EASTPAC SOCIAL OPAREAS. The following FACSFACSD frequencies are monitored in the indicated Warning Area.

- (1) W-291  
Check In/Out  
North of CAE1156  
266.9 MHz (primary)  
314.7 MHz (secondary)  
120.85 MHz  
South of CAE1156  
289.9/272.6 MHz (primary)  
285.7 MHz (secondary)  
118.65 MHz
- (2) W-60/61/289/290  
Check In/Out  
280.7 MHz (primary)  
270.5 MHz (secondary)  
Vessel/Aircraft Underway  
5081.5 KHz 5080 KHz  
3238.5 KHz 3237 KHz
- (3) W-260/513  
290.15 MHz (primary)  
353.35 MHz (secondary)  
120.825
- (4) W-283/285  
328.45 MHz (primary)  
282.05 MHz (secondary)  
124.125
- (5) Western Air Defense  
364.2 MHz

**1.11.6. NOCAL OPAREA Communication Requirements.** All aircraft entering W-260/283/285 and W513 shall contact "BEAVER" confirming call sign, delay, and intentions. If communication with "BEAVER" cannot be established, contact Oakland ARTCC.

**1.11.7. ADIZ PENETRATION.** For penetration of the Pacific Air Defense Identification Zone (ADIZ), aircraft operating in the EASTPAC OPAREAS shall:

a. Check In/Out with FACSFACSD on frequencies listed in section 1.11.

b. Comply with ADIZ procedures as outlined in the latest edition of FLIP Enroute Instrument Flight Rules (IFR) Supplement.

**1.12. AIR TRAFFIC CONTROL (ATC) PROCEDURES.** FACSFACSD is an ATC facility. Standard ATC procedures and coordination apply. Although air training in EASTPAC OPAREAs is conducted VFR, all fixed wing aircraft transiting to/from W-291 shall be under positive control. Aircraft proceeding into FACSFACSD airspace can expect a hand-off and communications transfer to FACSFACSD (call sign- BEAVER) from adjacent air traffic control facilities. FACSFACSD employs seven long-range air search radars, each with a maximum secondary radar range of approximately 200 NM for aircraft operating in the high altitude spectrum. Radar coverage for aircraft operating at low or medium altitudes is consistent with "line-of-sight" from the radar antenna sites.

a. Letters of Agreement (LOA's) have been effected with adjacent ATC facilities and MRU's to provide for air traffic control and coordination.

b. Compliance with ATC instructions issued by FACSFACSD is mandatory unless the pilot invokes his emergency authority.

c. All users operating in W-291 must schedule air operations in accordance with requirements set forth in chapters 3 and 4 of this manual.

d. Aircraft operating in W-291 shall check-in with "BEAVER" on assigned frequency with the following:

- (1) Call-sign
- (2) Altitude
- (3) Number in Flight
- (4) Operating Area
- (5) Mission
- (6) Estimated Delay

(7) Aircraft may then be switched to operate on squadron tactical frequency or with a military radar unit (MRU) if desired. A limited number of discrete UHF frequencies are available from "BEAVER" upon request. Frequency changes must be authorized by "BEAVER". Aircraft shall monitor military distress frequency (Guard) at all times while operating with W-291.

e. Contact "BEAVER" to COMEX/FINEX a firing exercise, other exercises hazardous to nonparticipants or any jamming/chaff operation.

f. All aircraft shall check-out with "BEAVER" prior to departing assigned area for transit and exiting of W-291. If departing IFR, notify "BEAVER" five minutes prior to departure for IFR clearance activation. A transfer to the appropriate FAA agency will be directed by "BEAVER".

g. No unit will operate in W-291 at any time without checking in with "BEAVER" or accomplishing prior liaison/coordination. No unit shall transit FLETA HOT, P2/3, SOAR nor any part of San Clemente Island, including SHOBA at any time without clearance from "BEAVER" due to frequent short notice hazardous events. Maintain communications throughout the transit if approved.

h. To facilitate surveillance in EASTPAC OPAREAs by "BEAVER" and

Western Air Defense Sector (WADS), aircraft will squawk Mode II and Mode IV, if so configured within W-291. This also ensures proper separation is maintained between military and civilian aircraft operating on IFR flight plans on airways adjacent to W-291. Aircraft will not operate in W-291 without an operable transponder except:

(1) Multiple aircraft flights that remain joined throughout the flight (considered to be a single unit for ATC purposes), provided one aircraft has an operating transponder. This exception is intended to provide for certain contingencies where equipment becomes inoperative after takeoff. If there are no aircraft to join with, aircrew may request holding on the OCN VORTAC 172 Radial 45-55 DME at a hard altitude to attempt transponder repair for 10 minutes. If the transponder is not repairable, aircraft must exit W-291.

(2) Recognizing the need for realistic training, FACSFAC will authorize exceptions to the requirement for squawking IFF during special pre-coordinated scenario exercises. Coordination for securing of IFF shall be accomplished by contacting FACSFACSD (Code 33) at least five days in advance of the exercise.

i. Aircrews are required to maintain a vigilant lookout at all times. Numerous non-transponder equipped civil aircraft use the offshore areas (e.g. fish spotters) and may not be displayed on FACSFACSD's radar equipment. The highest concentration of civil traffic can be expected along the coastline around San Clemente Island, and over Cortez Bank, Sixty Mile Bank and Bishop Rock. Aircrew are responsible for maintaining a "SEE and BE SEEN" posture while operating under VFR/VMC.

**1.12.1. SERVICES AVAILABLE.** "BEAVER" control provides W-291 users with the following services:

- a. IFR handling
- b. Advisory control to VFR aircraft
- c. Controlled airspace/hot area advisories
- d. Weather information
- e. SAR/MEDEVAC/HUMEVAC assistance
- f. NTDS Link 11 Training Net (SOCAL TDS Link)
- g. JOTS II High Interest Track (HIT) Broadcast]
- h. Communication Relay

**1.12.2. PRIORITY OF SERVICES.** In order to maximize safety and effectively provide Radar service to W-291 users, the following priorities will be utilized. The controller's number one priority is separation of IFR traffic. Additional services are provided based on controller workload and/or equipment limitations:

- a. Separation of IFR aircraft
- b. Safety alerts/advisories

- c. Prevention of spill-ins/spill-outs
- d. Traffic advisories
- e. Vectors to VFR aircraft (recommended headings)
- f. Check-in/check-out of VFR aircraft
- g. Traffic no longer a factor
- h. Weather
- i. Bird Activity

**1.13. AIRCRAFT TRANSIT CORRIDORS:**

a. CAE1156 is a FAA East-West air transit corridor from 5,500 MSL to FL450. CAE1156 is utilized on a daily basis by various civil air carriers receiving IFR services.

b. The following "Free Air Corridors" have been established from the surface to FL800 to provide access to and from W-291 internal OPAREAs.

(1) MZB 247R: North of FLETA HOT, oriented in a general east-west direction.

(2) OCN 172R: East of FLETA HOT, oriented in a general north-south direction.

(3) NSD 175R: (SXC 170R): Between FLETA HOT and PAPA 6, oriented in a general north-south direction.

(4) NSD 70 DME ARC: South of PAPA 5 and north of PAPA 1/2/3 and 4.

(5) NSD 137R 72-110 DME: Between PAPA 1 and 2.

**1.14. TARGETS OF OPPORTUNITY.** Aircraft operating in a vicinity of or using USN ships as targets of opportunity in W-291 shall not approach within 3 NM or below 1,000 feet until the Aircraft Commander has positively verified the ship is not conducting helicopter operations.

**1.15. GENERAL FLIGHT PROCEDURES.**

**1.15.1. ROUTING.** Flights to/from FACSFACSD airspace shall proceed via approved stereotype routes, International Civil Aviation Organization (ICAO) flight plans or appropriate flight plans in accordance with the Department of Defense (DOD) FLIP Planning Document.

**1.15.2. IFF.** Aircraft in FACSFACSD airspace shall squawk Mode II, III and IV where applicable at all times. Mode III Codes shall be as assigned by the controlling agency and shall not be changed unless directed by the Air Traffic Controller. Aircraft operating in the Warning Areas which have not been assigned a discrete Mode III Code and are not under the control of a military or FAA facility, shall squawk 1200 Code.

**1.15.3. COMMUNICATIONS AND CONTROL.** Aircraft operating to/from FACSFACSD airspace on an IFR Flight Plan shall be handled as described in paragraph 1.11.

a. Aircraft operating under Visual Flight Rules (VFR) to/from FACSFACSD airspace are required to check-in/out with FACSFACSD. Aircraft shall monitor the frequency assigned for the warning area in which they are operating for advisories and containment alerts.

b. Aircraft shall not operate in FACSFACSD airspace without an operable two-way air-to-ground radio.

c. Long-range aircraft (P-3/C-130) entering the FACSFACSD OPAREAs for extended operations are required to issue an operations normal report (OPS NORMAL) every hour while under FACSFACSD jurisdiction. All other aircraft, including helicopters, are required to give OPS NORMAL reports every half-hour. Lost communications and possible SAR procedures shall be initiated if communication requirements are not adhered to. Exceptions to these requirement may be granted for special missions such as SAR and aircraft working under positive control of a surface unit. Pilots requesting exception must provide the controller with a time when communications shall be re-established.

**1.15.4. NAVIGATION.** The pilot in command of each aircraft or flight is ultimately responsible for keeping the aircraft within assigned airspace and for compliance with clearances and controller directions. It is imperative that boundary integrity be maintained at all times. Aircraft and flights failing to comply with this requirement shall be instructed to depart FACSFAC's airspace.

**1.15.5. SEPARATION.** Aircraft separation by FACSFACSD within assigned airspace shall normally fall into one or more of the following categories:

a. IFR Arriving and Departing aircraft. Successive arrivals and departures are provided positive separation from one another.

b. Concurrent Use (CO-USE). Airspace assigned jointly to different units, operations are separated by the principle of "SEE and AVOID" under Visual Meteorological Conditions (VMC).

c. Exclusive Use. Airspace within a defined portion of a Warning Area assigned to participating units for a specific event. It is separated by excluding all nonparticipating units or activities. Exclusive use clearances shall always be designated as such in the FACSFAC OPAREA Synopsis and confirmed prior to operating exclusively.

d. Instrument Meteorological Conditions (IMC) Operations- Pilots who can not operate their aircraft VMC while in the OPAREA must immediately advise the controlling agency. An altitude assignment and an Instrument Flight Rules (IFR) clearance to their destination will be provided. The exception to this rule is when the area has been scheduled for exclusive use and the Officer in Charge (OIC) specifically acknowledges full responsibility for Safety of Flight and aircraft separation.

e. Edge of Warning Area Separation. Pilot will maintain a minimum separation of 2.5 NM from the edge of the Warning Area boundaries.



**1.15.6 VFR OPERATIONS.** Aircraft operations in W-291 shall be conducted in VMC conditions. If IMC is encountered, advise "BEAVER" immediately. Clearances to VMC are available for short periods. If an aircraft cannot maintain VMC, it must depart the area.

**1.15.7. LOST COMMUNICATION PROCEDURES.** Code of Federal Regulations (CFR) 91.185 (Two-way radio communication failure) apply in FACSFAC San Diego airspace in addition to the following procedures:

a. INBOUND - Any aircraft proceeding inbound to SOCAL OPAREAs who is unable to contact "BEAVER" shall execute appropriate lost communications procedures and return to base.

b. OUTBOUND - Any departing aircraft who cannot contact "BEAVER" shall remain within the SOCAL OPAREAs and attempt to contact the appropriate FAA facility for assistance in obtaining a clearance. If unable to contact any facility use the procedures in CFR 91.185.

**1.15.8. ALTIMETER SETTING.** Aircraft operating below FL180 will use the NUC altimeter issued upon checking in. Aircraft operating above FL180 will set their altimeter at 29.92 or 1013.2 millibars.

**1.16. MILITARY AIRSPACE BOUNDARY INTEGRITY.** The Chief of Naval Operations (CNO) and FACSFACSD policy on maintaining area boundary integrity for aircraft in OPAREAs is:

a. Aircraft operating independently and commands exercising command and control of aircraft in Special Use Airspace (SUA) are responsible for ensuring that flight operations are conducted within the vertical and horizontal limits of the assigned airspace. This requires a continuing re-assessment of the accuracy of the position of the controlling ship or aircraft, awareness of appropriate aeronautical charts and assignment of buffer airspace as appropriate. It is imperative that military air operations be constrained to assigned airspace except in case of emergency or military necessity. Pilots will maintain a minimum of 2½ NM separation from the edge of the Warning Area boundaries.

b. Prompt communication to FACSFACSD shall be made when approved standards of separation cannot be maintained.

**1.16.1. WHISKEY ALERT.** The phrase "WHISKEY ALERT" describes the unauthorized exit from (SUA) or ATCAA by aircraft into controlled airspace. SUA includes Restricted Areas, Warning Areas, and Military Operating Areas (MOAs). Commands who have command and control over aircraft which generate a Whiskey Alert shall immediately notify FACSFACSD by land line or radio.

**1.17. CARRIER AIR WING FLY-OFFS/FLIGHT PLAN FILING.** Air Wing Fly Offs and Flight Plan Filing shall be conducted in accordance with Chapter 2 of this manual.

**1.18. USER'S BRIEF.** Units desiring on OPAREA Course Rules Brief are encouraged to contact FACSFACSD or SCORE via telephone or message. Make requests by telephone directly to the ATCFO at DSN 735-1782 or COMM (619) 545-1782. Commands desiring a FACSFACSD Brief contact Scheduling Officer at DSN 735-1759 or COMM (619) 545-1759. Commands requiring briefs on the National Airspace System contact the Airspace Officer at DSN 735-1776 or COMM (619) 545-1776.

**1.19. SURFACE TRAFFIC CONTROL.** Knowledge of the location of all units facilitates air control, SAR, MEDEVAC's and area coordination. Joint Maritime Combat Information System (JMCIS) is used by FACSFAC to maintain the highest degree of unit/asset data accurately.

**1.19.1. REPORTING REQUIREMENTS.** When operating in EASTPAC OPAREAs, hourly position reports are required from surface units not held electronically (e.g. IFF, radar video, JMCIS or Link 11 track) by either FACSFACSD or a NTDS ship participating in the SOCAL TDS Link. Even hull numbers shall report on the hour and odd hull numbers on the half hours. Position will be reported in latitude and longitude to FACSFACSD (BEAVER) on Navy Red (primary), or encrypted on Fleet Tactical/Warning (secondary) or HICOM (TERTIARY). Ships requiring prolonged periods of EMCON shall so inform "BEAVER".

a. During SAR or MEDEVAC emergencies, FACSFACSD may request clear voice position reports from any unit. In addition to hourly reports, ships will inform FACSFACSD via Navy Red or Fleet Tactical/Warning when:

(1) Outbound within 10 NM radius seaward of buoy 1SD or 1LB reporting SAR capability in the following manner:

(a) "SAR CAPABLE" - If the ship has or will have a helo embarked for the duration of operations.

(b) "SAR LIMITED" - If no helo is embarked or will be embarked. NOTE: When advising of SAR capability, include Helicopter In-Flight Refueling capability and flight deck certification as appropriate. FACSFACSD will conduct IFF checks upon initial check-in and inform reporting unit of transponder status.

(2) Proceeding to or departing from an anchorage at Coronado Roads.

(3) Entering or departing EASTPAC OPAREAs from/to a port other than San Diego or Long Beach.

(4) Transiting EASTPAC Offshore.

(5) Initiating an actual SAR operation (e.g. Man Overboard).

(6) Any equipment limitation that will affect communications, IFF or Link operations (e.g. engineering casualty drills). Advise of expected duration of silences (e.g. conducting ECC drills commencing 1200 for approximately 6 hours).

(7) Scheduled evolution change (CNX or reschedule).

(8) To facilitate surveillance in EASTPAC OPAREAs, all ships will squawk Mode II as assigned by CINCPACFLTINST S3120.3 (series) and Mode III code 5200 and Mode IV (if so configured) when within a 200 NM radius seaward of NAS North Island.

**1.19.2. GEOGRAPHIC AREA ASSIGNMENT COORDINATOR (GAAC).** FACSFAC San Diego is designated the Navy GAAC for Link 16 Operations in the SOCAL/NOCAL OPAREAs. These duties include coordinating and scheduling the

use of JTIDS/Link 16, liaison with CINCPACFLT and other civilian agencies and Stop Buzzer Point of Contact in the event of interference with civilian agencies. Prior coordination is required via message for all Link 16 operations. Send message requests to operate JTIDS to FACSFAC San Diego//30/344/3441//. Our e-mail address is GAACSD@facsfacsd.navy.mil. The following information shall be provided when requesting JTIDS usage:

- a. OCE.
- b. Units participating.
- c. Purpose: (testing, maintenance, training, exercise, etc.).
- d. Area of operations.
- e. COMEX-FINEX times (ZULU).
- f. Network number.
- g. Options/sequence.
- h. Maximum operating area TSDF.
- i. Maximum individual platform TSDF usage.
- j. JTIDS voice (may require additional lead time if voice is required).
- k. Maximum power out.
- l. Stop Buzzer POC (Phone Number).

**1.20. GRID DESCRIPTION.** The grid system used for EASTPAC OPAREAs (Charts 18760 and 18009, respectively) is based on latitude and longitude as follows:

Example: SOCAL	2743 27/43 (degrees)/(minutes of degrees)  2 - degrees of latitude 7 - 117° degrees of longitude 4 - 40 minutes of degrees latitude 3 - 30 minutes of degrees longitude  2743 - 32°40'N/117°30'W
Example: NOCAL	6332 63/32 (degrees)/(minutes of degrees)  6 - degrees of latitude 3 - 123 degrees of longitude 3 - 30 minutes of degrees latitude 2 - 20 minutes of degrees longitude  6332 - 36°30'N/123°20'W

a. The size of each grid is 10 minutes latitude by 10 minutes longitude. Grid 2743 is an area with 32°40'N/117°30'W as the center and 6332 is an area with 36°30'N/123°20'W as the center. To determine latitude/longitude coordinates at the boundaries of a grid, add/subtract 5 minutes latitude/longitude in each direction.

<u>GRID</u>	<u>GRID Center</u>	<u>GRID Coordinates</u>
2743	32°40'N/117°30'W	32°45'N/117°35'W 32°35'N/117°35'W 32°35'N/117°25'W 32°45'N/117°25'W
6332	36°30'N/123°30'W	36°35'N/123°35'W 36°25'N/123°35'W 36°25'N/123°25'W 36°35'N/123°25'W

b. Each grid may be subdivided into halves if required.

Example: 2743XX - Complete 2743 grid  
 2743NX - Northern half of grid 2743  
 2743SX - Southern half of 2743 grid  
  
 6332XX - Complete 6332 grid  
 6332EX - Eastern half of grid 6332  
 6332NW - Northwestern half of grid 6332

**1.21. CHANGE RECOMMENDATIONS AND PERIODIC REVIEW.** Operating Area Coordinators will conduct a semi-annual review of the EASTPAC OPAREAs under their cognizance and report proposed changes and revisions to Commanding Officer, Fleet Area Control and Surveillance Facility, P.O. Box 357062, San Diego, CA 92135-7062.

**1.22. ISSUE AND DISTRIBUTION REQUESTS.** Requests for additional copies of this manual should be addressed to Commanding Officer, Fleet Area Control and Surveillance Facility (Code 34), P.O. Box 357062, San Diego, CA 92135-7062.

**1.23. FLEET OPAREA DESCRIPTIONS:**

A) SOCIAL OPAREAs	Page Number
(1) WARNING AREA W-291 .....	40
(2) NORTHERN AIR OPERATING AREA (NAOPA) .....	43
(3) SPECIAL WARFARE TRAINING AREAS ONE (SWAT-1), Two (SWAT-2) AND .....	44
(4) THREE (SWAT-3), FOUR (SWAT-4), FIVE (SWAT-5), AND SIX (SWAT-6) .....	44
(5) SAN CLEMENTE ISLAND .....	44
(6) SAN CLEMENTE ISLAND UNDERWATER RANGE (SCIUR)/OPAREA 3803 .....	49
(7) SAINT WATER DROP ZONE .....	51
(8) SOCIAL ASW RANGE (SOAR) .....	52
(9) VC-3 SAN CLEMENTE ISLAND AIRSPACE OPERATIONAL AREA .....	56
(10) BREAKLOCK (BRKCLK) REWS THREAT AVOIDANCE TRAINING AREA .....	58
(11) VARIABLE DEPTH SONAR (VDS) NO NOTICE AREA .....	60
(12) KINGFISHER TRAINING RANGE (KTR) SURFACE SHIP MINE AVOIDANCE .....	61
(13) LASER TRAINING RANGE (LTR) .....	63
(14) MINE TRAINING RANGE (MTR) .....	65

(15)	ELECTRONIC WARFARE RANGE (EWR) .....	67
(16)	SHORE BOMBARDMENT AREA/EXTENSION (SHOBA/SHOBA EXT/SHOBA WEST) .....	69
(17)	SAN CLEMENTE ISLAND ONSHORE AND NEARSHORE OPERATIONS AREAS .....	71
(18)	NEPTUNE WATER DROP ZONE .....	76
(19)	AREA FOXTROT .....	77
(20)	WESTERN SAN CLEMENTE OPERATING AREA (WSCOA) .....	78
(21)	SUBMARINE TRANSIT LANES .....	79
(22)	FLEET TRAINING AREA HOT (FLETA HOT) .....	82
(23)	FLEET TRAINING AREA COLD (FLETA COLD) .....	84
(24)	TACTICAL MANEUVERING AREAS (TMA P-1 THROUGH TMA P-8) .....	85
(25)	AIR REFUELING TANKER TRACK (AR TKR TRK) .....	89
(26)	AIR REFUELING ANCHOR 651 (AR 651) .....	90
(27)	AIR REFUELING ANCHOR 657 (AR-657) .....	91
(28)	MISSILE RANGE ONE EAST/WEST (MISR-1E/MISR-1W) AND MISSILE RANGE .....	92
B) CALIFORNIA COAST LINE		
(1)	ENCINITAS NAVAL ELECTRONIC TEST AREA (ENETA) .....	93
(2)	ADVANCE RESEARCH PROJECTS AGENCY (ARPA) TRAINING MINEFIELD .....	94
(3)	LEON WATER DROP ZONE .....	95
(4)	ULM-4 (SAN DIEGO) SHIPBOARD ELECTRONICS SYSTEMS EVALUATION .....	96
(5)	SAN DIEGO BAY TRAINING AREAS (SDBTA) .....	97
(6)	SILVER STRAND AMPHIBIOUS BEACHING AREA (SSABA) .....	100
(7)	HELICOPTER OFFSHORE TRAINING AREA (HCOTA) A/B/C/D/E DIPPING AREA .....	102
(8)	SAN PEDRO CHANNEL OPERATING AREA (SPCOA) .....	103
C) CAMP PENDLETON OPAREAS		
(1)	CAMP PENDLETON AREA ALPHA .....	104
(2)	CAMP PENDLETON AMPHIBIOUS ASSAULT TRAINING AREA/ARTILLERY/ .....	106
(3)	AIRCRAFT/BOMBING AND STRAFING RANGE (R-2503 A/B/C) .....	106
(4)	CAMP PENDLETON AMPHIBIOUS VEHICLE TRAINING AREA (CPAVA) .....	109
(5)	CAMP PENDLETON SAN ONOFRE HIGH/LOW MILITARY OPERATIONS AREA .....	111
D) PT MUGU OPAREAS		
(1)	NAWCWPNS PT MUGU AREA NOTES .....	113
(2)	WARNING AREA 289 (W-289) .....	116
(3)	SUB-AREAS WITHIN WARNING AREA 289 .....	117
(4)	WARNING AREA 289 NORTH (W-289N) .....	123
(5)	WARNING AREA 290 (W-290) .....	124
(6)	WARNING AREA 412 (W-412) .....	125
(7)	WARNING AREA 532 (W-532) .....	126
(8)	WARNING AREA 537 (W-537) .....	127
(9)	WARNING AREA 60 (W-60) .....	128
(10)	WARNING AREA 61 (W-61) .....	129
(11)	MIKE-5 .....	130
(12)	RESTRICTED AREA 2519 (R-2519) .....	131
(13)	RESTRICTED AREA 2535A/B (R-2535A/B) .....	132
E) NOCAL OPAREAS		
(1)	WARNING AREA 260 (W-260) SAN FRANCISCO .....	133
(2)	AIR REFUELING ANCHOR 621 (AR-621) .....	134
(3)	WARNING AREA 5L3 (W-513) SAN FRANCISCO .....	135
(4)	WARNING AREA 283 (W-283) SAN FRANCISCO .....	136
(5)	AIR REFUELING ANCHOR 634 (AR-634) .....	137
(6)	WARNING AREA 285 (W-285A/W-285B) SAN FRANCISCO .....	138
F) INLAND OPAREAS		

(1)	ABEL MOA/ATCAA.....	139
(2)	DOME MOA/ATCAA.....	141
(3)	HUNTER MOA/ATCAA LOW/HIGH.....	142
(4)	IMPERIAL ATCAA.....	145
(5)	KANE EAST-WEST-SOUTH MOA/ATCAA.....	147
(6)	QUAIL MOA/ATCAA.....	149
(7)	TURTLE MOA/ATCAA.....	150
(8)	BARRY M. GOLDWATER (BMG) GUNNERY RANGE (R-2301W).....	151
(9)	CACTUS WEST (R-2301W) LOW AND HIGH.....	153
(10)	MOVING SANDS (R-2301W) LOW AND HIGH.....	155
(11)	YUMA TACTICAL AIRCREW COMBAT TRAINING SYSTEM RANGE (TACTS).....	157
(12)	(R-2301W).....	157
(13)	CHOCOLATE MOUNTAIN AERIAL GUNNERY RANGE (R-2507).....	161
(14)	CHOCOLATE MOUNTAIN IMPACT AREA (R-2507 NORTH AND SOUTH A, B, C).....	163
(15)	R-2510 A AND B.....	165
(16)	TARGET 101, "SHADETREE".....	166
(17)	CAMELOT DROP ZONE.....	173
(18)	SUPERSTITION DROP ZONE.....	174
(19)	BULLHEAD DROP ZONE.....	175
(20)	TARGET 103, "LOOM LOBBY".....	176
(21)	R-2512 (TARGET 68, "INKEY BARLEY").....	182
(22)	R-2512 (TARGET 95, "KITTY BAGGAGE").....	184

**COMMON NAME: Warning Area W-291**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°12'30"	117°58'48"
	32°53'00"	117°41'43"
	32°36'50"	117°32'57"
	32°31'30"	117°30'03"
	32°13'00"	117°30'03"
	32°13'00"	117°12'03"
	29°35'00"	115°57'03"
	29°35'00"	118°10'03"
	24°00'01"	125°00'03"
	27°30'00"	127°10'04"
	30°40'00"	120°50'03"
	30°50'00"	120°40'03"
	31°50'00"	119°42'03"
	32°12'15"	119°42'03"
	32°44'30"	119°07'03"
	33°16'35"	118°25'03"
	To point of origin. (See Chart No. 18760, 18001 and 18013.)	
TYPE EXERCISE/ORDNANCE	All-weather flight training, drones, refueling, test flights, rockets, missiles, bombs, fleet training, ISE, USW, aircraft carrier and submarine operations, anti-air and surface gunnery, and other miscellaneous hazardous operations.	
FLOOR	Ocean bottom.	
CEILING	FL800.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	All aircraft must check in/out with "BEAVER" on 269.9/289.9 MHz or as assigned. VHF-only equipped aircraft use 120.85 MHz. A limited number of discrete frequencies are available from "BEAVER" upon request. Surface units must monitor Fleet Tactical/Warning at all times.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days. Emergent air services may be scheduled on a case-by-case basis with less than 14 days lead-time depending upon OPAREA and aircraft availability.	
INCLUDED AREAS	All sub-OPAREAs, within the boundary of W-291 or having associated airspace extending into the Warning Area.	

REMARKS/SPECIAL  
INSTRUCTIONS

1. Upon check in pilots must state:
  - a. Call sign.
  - b. Number and type of aircraft.
  - c. Delay time in area.
  - d. Altitude.
  - e. Point of intended landing (if other than local flight).
  - f. Intentions while in W-291.
2. When scheduled operations are completed, all aircraft shall contact "BEAVER" on 289.9 MHz or assigned pop-up frequency as soon as possible for transit control and checkout of W-291. The transfer to the appropriate FAA agency will be as directed by "BEAVER".
3. Except in emergency situations, "BEAVER" will not provide ATC services outside of W-291. In all cases, emergency services will be coordinated with FAA and other controlling agencies.
4. Local CV/CVN Flight Operations. To enhance safety of flight and compatibility with the National Airspace System, flight operations should originate within W-291 to the maximum extent possible. When circumstances require flight operations to originate East of W-291, the following procedures apply:
  - a. Unit shall contact FACSFAC at least 2 hours in advance of intended operations. Specific flight intentions must be made with FACSFAC Facility Watch Supervisor, COMM (619) 545-1775 and SOCAL Radar Supervisor, San Diego Sector, COMM (619) 537-5916.
  - b. Aircraft departing USS ship, maintain at or below 1,500 feet and proceed west direct W-291. Contact BEAVER for clearance and altitude instructions. Ensure departure corridor is clear of Lindbergh Airport approach pattern by at least 10 NM. At no time will aircraft enter San Diego Class B airspace without a clearance.



c. IFR Flight clearances will originate within W-291 in accordance with ships flight plan message.

**COMMON NAME: Northern Air Operating Area (NAOPA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°16'30"	118°24'30"
	33°12'35"	117°58'45"
	32°53'00"	117°41'30"
	32°45'00"	117°37'00"
	32°45'00"	118°15'00"
	32°55'00"	118°15'00"
	32°55'00"	118°25'00"
	32°53'00"	118°27'30"
	Along coastline to	
	32°58'30"	118°31'45"
	33°01'02"	118°26'41"
	33°05'18"	118°29'41"
	33°02'50"	118°34'49"
	33°05'00"	118°37'00"
	33°05'00"	118°39'45"
	To point of origin.	
TYPE EXERCISE/ORDNANCE	Fleet training, submerged tows (including VDS), ASW, ISE, basic air intercept control, aircraft transits, and familiarization flights. Aerobatics not recommended.	
FLOOR	Ocean bottom.	
CEILING	FL800.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 of this chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days. If air services required - ten working days.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. This sub-OPAREA is by far the most congested air operating area within SOCAL. All air users are encouraged to use other sub-OPAREAs whenever possible.</p> <p>2. Heavily used airways and controlled airspace surround this area.</p>	

**COMMON NAME: Special Warfare Training Areas One (SWAT-1), Two (SWAT-2) and  
Three (SWAT-3), Four (SWAT-4), Five (SWAT-5), and Six (SWAT-6)  
San Clemente Island**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SWAT-1	33°01'43"	118°35'43"
	33°01'28"	118°37'39"
	33°02'34"	118°37'39"
	33°03'23"	118°36'23"
SWAT-2	33°01'43"	118°35'43"
	33°01'24"	118°35'24"
	33°01'50"	118°34'18"
	33°02'19"	118°34'07"
	33°03'07"	118°34'48"
	33°03'23"	118°36'23"
SWAT-3	33°01'27"	118°33'49"
	33°02'05"	118°32'05"
	33°00'30"	118°30'30"
	32°59'17"	118°33'04"
	33°00'38"	118°33'56"
SWAT-4	33°00'12"	118°36'14"
	33°00'46"	118°34'33"
	32°56'35"	118°32'19"
	32°56'26"	118°34'11"
SWAT-5	32°56'35"	118°32'19"
	32°57'53"	118°33'01"
	32°58'42"	118°31'24"
	32°55'30"	118°28'25"
	32°54'45"	118°31'00"
SWAT-6	32°56'26"	118°34'11"
	32°56'35"	118°32'19"
	32°53'31"	118°30'06"
	32°52'22"	118°32'45"
DESCRIPTION	SWAT-1. Water and land area encompassing Castle Rock, the Small Arms Range, proposed TAR 4, the northwest tip of San Clemente Island, and adjacent waters.	
	SWAT-2. Water and land area encompassing	

Northwest Harbor, Basic Underwater Demolition/SEALS (BUD/S) Training Area, Maritime Operations (MAROPS), TARS 1-3, the Demolition Range and Grenade Range near the bluffs west of Northwest Harbor.

SWAT-3. Water and land area encompassing the TAR 7 water drop zone, Wilson Cove, the facility area, and the overlooking bluffs.

SWAT-4. Water and land area encompassing the west side of SCI from West Cove on the north to Eel Point on the south and adjacent near shore waters. Includes the water drop zone (TAR 8) and TAR 10.

SWAT-5. Primarily the VC-3 airfield, the Missile Impact Range, TARs 13-16, and the Twinky Drop Zone plus areas to the east.

SWAT-6. Water and land area on the west side of SCI, south of Eel Point; includes TAR 17.

#### TYPE EXERCISE/ORDNANCE

SWAT-1. SEAL exercises (land and water). Small arms firing and demolitions (on land only).

SWAT-2. SEAL exercises (land and water). Ordnance including grenades and water/land demolitions training.

SWAT-3. SEAL exercises (land and water).

SWAT-4. SEAL exercises (land and water). Demolition on land only. Small arms up to .50 cal.

SWAT-5. SEAL Team and Special Boat Squadron exercises land and water. Demolition only in designated areas. Small arms to .50 cal.

SWAT-6. SEAL exercises land and water. Demolitions and small arms to .50 cal.

#### FLOOR

Ocean bottom.

#### CEILING

SWAT-1, SWAT 2, SWAT-3, SWAT-4 and SWAT 5 lie in NALF SCI Class D airspace. Ceiling 4,000 feet MSL. See remarks. SWAT-6 4,000 feet MSL.

#### USAGE LIMITATIONS

SWAT-1, SWAT-2, SWAT-3, SWAT-4, SWAT 5, and SWAT-6. User responsible for ordnance/diving safety. Verbal/phone notification to NALF San Clemente Island Control Tower prior to demolition firing. All Naval Special Warfare users need to deconflict all SWAT-1 and SWAT-

2 range requests and the TARS located within

SWAT-1 and SWAT-2 with the Naval Special Warfare Scheduling Office. All users of these SWATS must have a Naval Special Warfare Range Safety Officer certification or equivalent on scene during all live fire exercises and have completed and filed with NAVSPECWARCOM a copy of Risk Analysis per NAVSPECWARCOMINST 3591.1. The RSO must have visual surveillance of the surface of the water for all water impacts.

RANGE RESOURCE MANAGER COMNAVAIRPAC

OPAREA RESOURCE MANAGER NAVSPECWARCOM

LAND RESOURCE MANAGER Navy Region Southwest (NAS North Island).

SCHEDULING ACTIVITY FACSFAC (SCORE) San Diego.

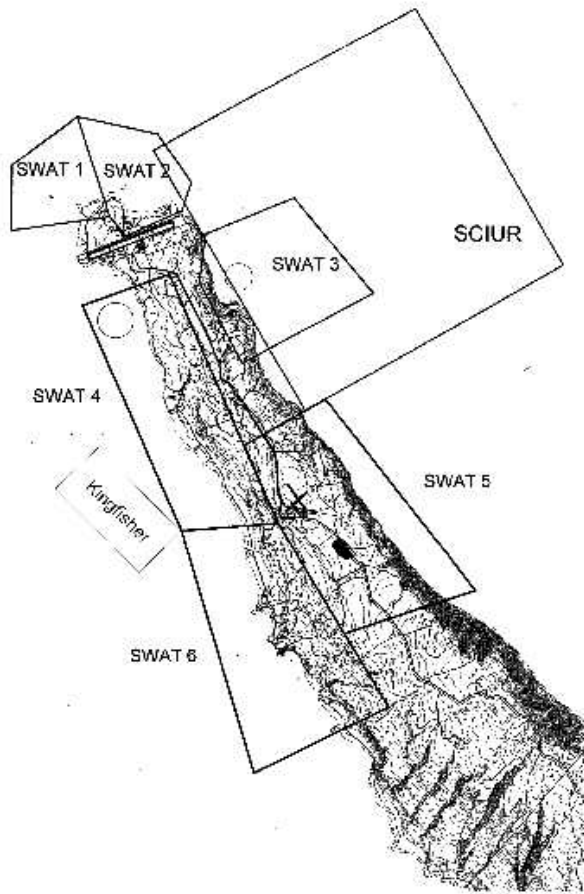
SCHEDULING DOCUMENT/  
LEAD TIME Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <http://www.score.net>, user name: fleetuser (lower case)/password: fouo (lower case).

REMARKS/SPECIAL INSTRUCTIONS

1. Naval Special Warfare Command has primacy in using these areas.
2. A designated demolition range extends from the water's edge on the northwest coast of San Clemente Island (west of Northwest Harbor) inland 400 yards.
3. Lies within NALF San Clemente Island class "D" airspace. Airspace requirements must be approved by NALF San Clemente Island.
4. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures. Information concerning

regulations governing San Clemente Island's natural and cultural resources shall be obtained by contacting the Navy Region Southwest Natural Resources Office (Commercial (619) 545-1130/4743 or DSN prefix 735 prior to any operation.

5. NSW Training Areas and Ranges (TARS) are proposed for many of these areas.



**COMMON NAME: San Clemente Island Underwater Range (SCIUR)/OPAREA 3803**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SCIUR	33°02'50.5"	118°34'49.2"
	33°05'18.0"	118°29'41.4"
	33°01'01.6"	118°26'40.8"
	32°58'29.9"	118°31'45.0"
DESCRIPTION	OPAREA 3803 is an area overlying and adjacent to the northern portion of San Clemente Island. OPAREA 3803 includes the San Clemente Island Underwater Range, and 3803 is scheduled as a buffer for SCIUR.	
TYPE EXERCISE/ORDNANCE	Surface and submarine WSAT, ASW test, sonobuoy testing, CART; SSRNM trials, EM log calibration; mobile target exercises; sub, surface and air launched torpedoes; R&D and other special projects, as assigned.	
FLOOR	Ocean bottom.	
CEILING	As required.	
USAGE LIMITATIONS	Restricted anchorage due to undersea hydrophones/cables.	
RANGE RESOURCE MANAGERS	NUWC SOCAL for conduct of ASW testing and assigned projects; SPAWARSYSCEN for designated developmental tests.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego (See Remarks/Special Instructions).	
COMMUNICATIONS	<p>1. In accordance with "Communications" section 1.11 of this chapter.</p> <p>2. See Remarks/Special Instructions.</p>	
SCHEDULING DOCUMENT/ LEAD TIME	<p>Range operations are initially Scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration.</p>	



OVERLAPPING/ADJACENT

OPAREA 3803 includes portions of NAOPA, San Clemente Island and SWAT 2/3.

REMARKS/SPECIAL

1. The Scheduling Activity for SCIUR and OPAREA 3803 is FACSAC (SCORE).

2. NUWC and SPAWARSYSCEN have priority in use of this area.

3. Two-way communications with "BEAVER" must be established prior to flights in OPAREA 3803 and maintained throughout all evolution's.

4. SCIUR consists of an underwater tracking area for pinger-equipped vehicles and a surface to 5K feet radar tracking area. The primary mission is ASW testing, with ASW training and designated tests as feasible. NUWC Range control is located on the point at the south end of Wilson Cove. Underwater stationary and mobile targets, along with pinger instrumentation and data analysis, are available through OIC, NUWC DET San Diego, COMM (619) 524-6337 or DSN 524-6337.

5. OPAREA 3803 requests are usually for the offshore subareas (3803 A, C, E, and H). Since other operations areas are being established for the nearshore and onshore areas of San Clemente Island, user requests need to specify the nearshore areas of 3803 B, D or G. Subarea 3803 F lies entirely over the land area of the island (and the water to the southwest), and this subarea will never be included in an OPAREA approval unless the user specifically requests.

6. Anchorage within Wilson Cove is to be requested in accordance with Section 1.3.6 of this manual.

**COMMON NAME: SAINT Water Drop Zone**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°57'20"	118°30'15"
	1000-yard radius	
DESCRIPTION	Over-water training area.	
TYPE EXERCISE	Parachute drop zone.	
FLOOR	Surface.	
CEILING	As requested/assigned.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
COMMUNICATIONS	Call FACSFAC (SCORE), "STARBURST"	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call FACSFAC (SCORE), fourteen working days.	

**COMMON NAME: SOCAL ASW Range (SOAR)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOAR	33°08'04"	118°55'31"
	33°08'04"	118°46'02"
	33°05'37"	118°43'34"
	32°58'53"	118°43'31"
	32°47'38"	118°32'19"
	32°36'55"	118°44'54"
	32°36'55"	118°56'57"
	32°54'18"	119°13'29"
	To point of origin.	
SUB AREA T-1	33°08'04"	118°51'46"
	33°08'04"	118°46'02"
	33°05'37"	118°43'34"
	32°58'53"	118°43'31"
	32°58'10"	118°42'47"
	32°50'32"	118°53'30"
	32°59'35"	119°02'54"
	To point of origin.	
SUB AREA T-2	32°59'35"	119°02'54"
	32°50'32"	118°53'30"
	32°43'34"	119°03'22"
	32°52'40"	119°12'01"
	To point of origin.	
SUB AREA T-3	32°55'22"	118°40'05"
	32°47'38"	118°32'19"
	32°40'58"	118°40'05"
	To point of origin.	
SUB AREA T-4	32°58'10"	118°42'47"
	32°55'22"	118°40'05"
	32°40'58"	118°40'05"
	32°39'29"	118°41'53"
	32°50'32"	118°53'30"
	To point of origin.	
SUB AREA T-5	32°50'32"	118°53'30"
	32°39'29"	118°41'53"
	32°36'55"	118°44'54"
	32°36'55"	118°56'57"
	32°43'34"	119°03'22"
	To point of origin.	
SUB AREA U-1	38°08'04"	118°55'31"
	33°08'04"	118°51'46"

	32°59'35"	119°02'54"
	33°01'11"	119°04'34"
	To point of origin.	
SUB AREA U-2	33°01'11"	119°04'34"
	32°59'35"	119°02'54"
	32°52'40"	119°12'01"
	32°54'18"	119°13'29"
	To point of origin.	
SOAR North	Area encompassing sub-areas U-1, U-2, T-1 and T-2.	
SOAR South	Area encompassing sub-areas T-4 and T-5 (occasionally T-3).	
LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOAR East	Area encompassing sub-areas U-1, T-1, T-4 (occasionally T-3).	
SOAR West	Area encompassing sub-areas U-2, T-2 and T-5.	
Aircraft Holding Point ROCKY	32°52'00"	118°38'00"
Aircraft Holding Point BULWINKLE	33°08'00"	118°40'00"
Aircraft Holding Point BORIS	32°38'00"	118°37'00"
No-Notice VDS		
OPAREA (Drag Strip)	32°55'00"	118°35'00"
	32°45'00"	118°35'00"
	32°45'00"	118°40'00"
	32°55'00"	118°40'00"
DESCRIPTION	CINCPACFLT designated USW training area.	
TYPE EXERCISE/ORDNANCE	Air, surface and submarine USW, SUW C2W training/torpedoes, ASROC, vertical launch ASROC, and USW weapons.	
FLOOR	Ocean bottom.	
CEILING	3,000 feet MSL. If required, 5,000 to 15,000 feet MSL may be requested through prior coordination with FACSFAC.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
RANGE RESOURCE MANAGER	FACSFAC San Diego.	
COMMUNICATIONS	Prior to entry, contact "STARBURST 01" on	

352.1 MHz (range logistic frequency 307.4 MHz is also continuously monitored). Range participants will be under control of the Range Operations Center (ROC) located at NAS North Island, (Submarines are exempt from the above check-in procedures).

SCHEDULING DOCUMENT/  
LEAD TIME

1. Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. User requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <http://www.score.net>, user name: fleetuser (lower case)/password: fouo (lower case).

2. Submarine transits through SOAR are scheduled in accordance with CTG 14.6/FACSFAC Memorandum of Understanding as described in the Range User's Manual (FACSFACSDINST 3550.1).

REMARKS/SPECIAL  
INSTRUCTIONS

1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.

2. SOAR is a 676 SQNM, 3D-instrumented underwater tracking range consisting of areas T1-5, U-1 and U-2. Two concurrent unit-level USW exercises or one BG level exercise may be scheduled in the SOAR OPAREA. Fleet USW training scenarios for air, surface and subsurface units consist of detection, tracking, localization and MK46/ MK50/MK48/ MK48ADCAP exercise torpedo attacks on pre-programmed submerged target (MK30/39) or a submarine target.

3. 3D underwater tracking data on all range participants (subs, targets, weapons) is continuously monitored and relayed real-time via microwave to the ROC at North Island.

4. All participants on SOAR must be

instrumented. Submarines must have STEP units installed. All torpedoes must have MK84 tracking pingers installed. Aircraft and ships must have tracking pods installed.

5. Pre-exercise briefing conducted by SCORE Operations Center personnel is mandatory.

6. SOAR is a VFR range. Tactical direction provided by "STARBURST" does not constitute control of aircraft and does not relieve aircraft of responsibility for aircraft separation.

7. U-1 and U-2 are located in NAWCWPNS Pt Mugu air and sea-space, availability is dependent upon NAWCWPNS operations, but is usually scheduled by SCORE as part of SOAR North.

**COMMON NAME: VC-3 San Clemente Island Airspace Operational Area**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°58'05"	118°31'26"
	32°55'15"	118°29'33"
	32°55'13"	118°35'18"
	32°56'12"	118°35'14"
DESCRIPTION	Operational area for air activities lying between the NALF SCI Class D airspace to the north and BREAKLOCK to the south. This area is virtually coincident with the southern portion of 3803F.	
TYPE EXERCISE/ORDNANCE	Fixed and rotary wing Air Operations (UAV, C-130, helos), CSAR, aerial target launches, cargo and personnel paradrops, vertical assaults, CAS (no drop), helicopter FAST ROPE.	
FLOOR	Surface	
CEILING	3,000 feet MSL	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
COMMUNICATIONS	Contact "SIERRA 7" during normal working hours for assistance in acquiring potential targets.	
SCHEDULING DOCUMENT/ LEAD TIME	Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <a href="http://www.score.net">http://www.score.net</a> , user name: fleetuser (lower case)/password: fouo (lower case).	
REMARKS/SPECIAL INSTRUCTIONS	1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.	

2. For amphibious or land warfare operations, user must schedule the VC-3 air operations area in conjunction with one or more ground ops areas. (See SCI Onshore Operations Areas in this instruction.)



**COMMON NAME: Breaklock (BRCLK) REWS Threat Avoidance Training Area**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°58'53"	118°43'31"
	32°55'22"	118°40'05"
	32°55'00"	118°25'00"
	32°36'55"	118°44'54"
	32°36'55"	118°56'57"
	32°43'34"	119°03'22"
DESCRIPTION	Fixed-wing and rotary-wing aircraft train in the use of countermeasures (chaff and flares) and maneuvering to avoid lock-on by Infrared Seeker and Simulated Threat Radars.	
TYPE EXERCISE/ORDNANCE	Electronic Warfare, CSAR, amphibious landings, vertical assaults, and Naval Special Warfare.	
FLOOR	200 feet.	
CEILING	4,000 feet MSL.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
COMMUNICATIONS	Prior to COMEX, contact "WITCHDOCTOR" on 263.9 MHz (primary) or 282.1 MHz (secondary).	
SCHEDULING DOCUMENT/ LEAD TIME	Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <a href="http://www.score.com">http://www.score.com</a> , user name: fleetuser (lower case)/password: fouo (lower case).	
REMARKS/SPECIAL INSTRUCTIONS	<ol style="list-style-type: none"> <li>1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.</li> <li>2. A seal rookery on the coastline between</li> </ol>	

Seal Cove and Cost Point is an environmentally sensitive area and must be avoided by at least  $\frac{1}{2}$  mile or 1000 feet AGL.

3. Units using flares shall notify FACSFAC by message or contact "BEAVER" by radio prior to use, to prevent initiation of SAR efforts.

**COMMON NAME: Variable Depth Sonar (VDS) No Notice Area**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°55'00"	118°35'00"
	32°45'00"	118°35'00"
	32°45'00"	118°40'00"
	32°55'00"	118°40'00"
TYPE EXERCISE/ORDNANCE	Variable depth sonar training.	
FLOOR	Maximum depth - 400 feet.	
CEILING	Surface.	
SCHEDULING ACTIVITY	None: Intended as a no-notice VDS practice area.	
COMMUNICATIONS	Contact "STARBURST 01" (frequency 352.1 MHz) during normal working hours for assistance in acquiring potential targets.	
REMARKS/SPECIAL INSTRUCTIONS	<p>a. Ships deploying VDS will broadcast every five minutes on VDS or hull-mounted underwater telephone. Safety course is north.</p> <p>b. SOAR OPAREA T-3 overlaps this area. If T-3 is scheduled for exclusive use then the No Notice VDS area will not be available.</p> <p>c. Send usage data, including date and duration, to CTG 14.6 (SUBOPAUTH) BANGOR WA//N3//, info COMSUBRON ELEVEN, within seven days of completion.</p>	

**COMMON NAME: Kingfisher Training Range (KTR) Surface Ship Mine Avoidance Training**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°57'50"	118°35'51"
	32°56'26"	118°34'11"
	32°55'44"	118°35'00"
	32°57'08"	118°36'40"
DESCRIPTION	<p>The KINGFISHER/Mine Countermeasure (MCM) Range is used to train surface units in the detection and avoidance of mine-like objects. The Range is a two-mile by one-mile rectangular-shaped area located approximately two miles northwest Eel Point. Operations are controlled and evaluated from the ROC at North Island.</p>	
TYPE EXERCISE/ORDNANCE	Mine Detection/Avoidance.	
FLOOR	Ocean bottom.	
CEILING	Surface.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
COMMUNICATIONS	<p><b>Check-in Report.</b> Participating units should check in one hour prior to the event, with "STARBURST", the Range Operations Center (ROC), on the appropriate frequency. If the KINGFISHER/MCM event follows a SCORE ASW exercise, units should remain on the ASW primary frequency (229.2 MHz for SOAR North, 348.1 MHz for SOAR South). If there is no preceding SCORE USW event, 352.1 MHz will be used. Units should be prepared to switch frequencies expeditiously if directed by the ROC.</p>	
SCHEDULING DOCUMENT/ LEAD TIME	<p>Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be</p>	

accessed through the Internet via  
<http://www.score.net>, user name: fleetuser  
(lower case)/password: fouo (lower case).

REMARKS/SPECIAL  
INSTRUCTIONS

1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.

2. Time and Navigation Check - A time check and navigation check should be conducted prior to COMEX. When requested, the participating unit should provide the ROC with the most accurate ship's position available (LAT/LONG-deg/ min/sec) with the associated time tag.

3. The ROC should be provided with the intended means of ship's navigation during the event; i.e., GPS, SINS, LORAN, RADAR or visual. (NOTE: If desired, the ROC will provide a constructive navigational reference point to the west of the KINGFISHER Range and will provide ranges and bearings from the point upon request).

4. Range Clearance Sweep. A Range clearance sweep should be accomplished prior to COMEX. Throughout the event, the ROC should be kept informed of the surface picture. As always, the participating unit remains solely responsible for safe navigation, with the ROC assisting as necessary.

**COMMON NAME: Laser Training Range (LTR)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
LTR-1	32°54'19"	119°13'31"
	33°08'04"	118°55'32"
	33°08'04"	118°46'03"
	33°05'37"	118°43'35"
	33°03'09"	118°43'34"
	32°49'57"	118°30'05"
	32°36'57"	118°44'55"
	32°36'55"	118°57'01"
	To point of origin	
LTR-2	32°47'15"	118°56'27"
	32°57'24"	118°42'04"
	32°55'53"	118°34'53"
	32°42'11"	118°21'24"
	32°35'26"	118°21'24"
	32°33'00"	118°25'03"
	32°30'21"	118°36'03"
	32°30'21"	118°56'12"
	To point of origin	
DESCRIPTION	LTR-1/2 are laser training ranges/Hellfire missile ranges for rotary wing aircraft. The aircraft laser/fire at surface targets.	
TYPE EXERCISE/ORDNANCE	Laser/Hellfire Missile.	
FLOOR	Surface.	
CEILING	5,000 feet MSL.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
COMMUNICATIONS	As assigned during range safety brief.	
SCHEDULING DOCUMENT/ LEAD TIME	Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be	

accessed through the Internet via  
<http://www.score.net>, user name: fleetuser  
(lower case)/password: fouo (lower case).

REMARKS/SPECIAL  
INSTRUCTIONS

1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.
2. All aircraft must be aware of NALF San Clemente Island Class D airspace, SOAR operation areas, aerial refueling tanker tracks, the status of the Shore Bombardment Area (SHOBA) and the other SCI onshore operations areas. SHOBA and some SCI onshore areas support small arms fire that may present a hazard to mining operations if not coordinated.
3. Approval of the OPAREA LTR-2 will not be granted without concurrence from SUBOPAUTH and ATGPAC.

**COMMON NAME: Mine Training Range (MTR)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
MTR-1	32°55'00"	118°32'49"
	32°55'00"	118°36'12"
	33°01'28"	118°39'00"
	33°01'38"	118°36'18"
	Along the coastline to point of origin.	
MTR-2	32°50'42"	118°29'18"
	32°47'36"	118°32'18"
	32°55'00"	118°39'40"
	32°55'00"	118°32'49"
	Along the coastline to point of origin.	
DESCRIPTION	<p>MTR-1 is located on the north-western side of San Clemente Island. The range is utilized for fixed-wing aircraft MINEX/MRCI's. IP is normally Castle Rock latitude/longitude 33°02'02"N/118°36'56"W.</p> <p>MTR-2 is a fixed-wing aircraft MINEX training range located mid-point of San Clemente Island on the south-western side. IP is normally Eel Point latitude/longitude 32°55'05.5"N/118°32'46.6"W.</p>	
TYPE EXERCISE/ORDNANCE	MINEX/MRCI.	
FLOOR	Ocean bottom.	
CEILING	3,000 feet MSL.	
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.	
COMMUNICATIONS	<p>MINEX Range:</p> <p>Check-in: 352.1</p> <p>Primary: 272.45 MHz</p> <p>Secondary: 265.05 MHz</p>	
SCHEDULING DOCUMENT/ LEAD TIME	<p>Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of</p>	



contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <http://www.score.net>, user name: fleetuser (lower case)/password: fouo (lower case).

REMARKS/SPECIAL  
INSTRUCTIONS

1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.

2. All aircraft must be aware of NALF San Clemente Island Class D airspace, SOAR operation areas, aerial refueling tanker tracks, the status of the Shore Bombardment Area (SHOBA) and the other SCI onshore operations areas. SHOBA and some SCI onshore areas support small arms fire that may present a hazard to mining operations if not coordinated.

3. When MTR-1 is in use for a MRCI operation, STARBRUST will coordinate actual COMEX/FINEX of hot runs with SCI tower on a real-time basis. This will require closure of SCI airfield for a 30 minute period during actual deployment of mines. SWAT-1 will be cold at all times during a MRCI operation in MTR-1.

**COMMON NAME: Electronic Warfare Range (EWR)**

LOCATION/BOUNDARIES	<p>1. An area TRS (site REWS) coverage originating at 32°51'27'66"N, 118°27'38.15"W and extending 140°T (126°M) to 260°T (246°M) to a distance of 55 NM for ships and 100 NM for aircraft.</p> <p>2. Area of TGTE (site Tombstone) coverage originating at 32°54'30"N/118°30'54"W and extending 180°T (166°M) to 340°T (326°M) to a distance of 25 NM for ships and 50 NM for aircraft.</p>
DESCRIPTION	Surface/air electronic warfare training provided in the SOCAL OPAREAs SE/SW of San Clemente Island. The Range Operations Center is on NAS North Island.
TYPE EXERCISE/ORDNANCE	Electronic Warfare.
ALTITUDE	Co-use air and sea space within W-291.
RANGE RESOURCE MANAGER	COMNAVAIRPAC (FACSFAC San Diego).
LAND RESOURCE MANAGER	Navy Region Southwest
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.
COMMUNICATIONS	Prior to COMEX, contact "WITCHDOCTOR" on 285.3 MHz (primary), 263.9 MHz (secondary). EWR Coordination 282.1 MHz. Marine Band Channel 16 is monitored at EWR.
SCHEDULING DOCUMENT/ LEAD TIME	<p>Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <a href="http://www.score.net">http://www.score.net</a>, user name: fleetuser (lower case)/password: fouo (lower case).</p>
REMARKS/SPECIAL	1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating

procedures.

2. Range loading and SHOBA operations influence REWS ability to accommodate short-notice requests.

3. EWR site REWS and SHOBA operations cannot be conducted concurrently during ship firing exercises using area FSA I. EWR scheduling will be coordinated with SHOBA. EWR can operate in conjunction with SOAR operations or SHOBA operations using area FSA-II. Concurrent ASW and EW exercises must be scheduled in SOAR areas T4 and T5.

4. EWR system design and operating procedures are designed to minimize interference with exercise non-participants. When EWR is operating, however, all radars operating at the frequency of the EWR signals and in the region generally from southeast to northwest of the southern end of San Clemente Island and within 60 miles (surface) of the island or 100 miles (aircraft), may be affected. Units experiencing electromagnetic interference in W-291 should report interference to "BEAVER" (289.9 MHz).

5. To optimize REWS-radiated signals, it is recommended that surface platforms remain within the EWR boundary arc (140-260° true from REWS site or 166-326° true from site Tombstone) and within 10 to 40 miles of San Clemente Island.

6. All EWR participants and others operating in the immediate area, are cautioned that radars being exercised may cease to provide normal information to operators and other provisions should be made to maintain safety surveillance and navigation. All units using EWR are responsible for their own safe navigation and safety of flight.

7. OPAREA FLETA COLD will be assigned unless otherwise requested.

**COMMON NAME: Shore Bombardment Area/Extension (SHOBA/SHOBA EXT/SHOBA WEST)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SHOBA	32°55'00"	118°25'00"
	32°55'00"	118°15'00"
	32°45'00"	118°15'00"
	32°45'00"	118°35'00"
	To point of origin.	
SHOBA EXTENSION	32°45'00"	118°25'00"
	32°45'00"	118°15'00"
	32°40'00"	118°15'00"
	32°40'00"	118°25'00"
	To point of origin.	
SHOBA WEST	32°45'00"	118°25'00"
	32°40'00"	118°25'00"
	32°40'00"	118°35'00"
	32°45'00"	118°35'00"
DESCRIPTION	Area overlying and including the southern tip of San Clemente Island. It is comprised of two ordnance impact areas.	
TYPE EXERCISE/ORDNANCE	Strike, naval gunfire, close air support, mining, small arms, special warfare operations and other types of operations as approved by FACSFACSD. Ordnance as approved by FACSFACSD.	
FLOOR	Ocean bottom.	
CEILING	FL500 feet MSL maximum. OPAREA request should specify desired high altitude to be used. FL200 MSL assumed unless specified otherwise.	
USAGE LIMITATIONS	Applicable danger areas specified on DMA charts must be cleared by user prior to commencing live ordnance operations. Operational use restrictions for SHOBA are imposed during San Clemente Island wildfire season and endangered species breeding season. Users will be notified of these restrictions via message. Call the SCORE scheduler 545-6536/52 for questions concerning restrictions.	
RANGE RESOURCE MANAGER	COMNAVAIRPAC for ROS.	
LAND RESOURCE MANAGER	Navy Region Southwest for BOS.	
SCHEDULING ACTIVITY/	FACSFAC (SCORE) San Diego, CA.	

AUTHORITY

COMMUNICATIONS

Using AKAI-6, contact "STARBURST" or "BURNTTREE" on 353.4 MHz for coordination (for SACEX/NSFS exercises).

SCHEDULING DOCUMENT/  
LEAD TIME

Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <http://www.score.net>, user name: fleetuser (lower case)/password: fouo (lower case).

APPLICABLE DIRECTIVES

COMNAVSURFPAC OPORD 201-YR and COMNAVSURFLANT/PACINST 3502.3 (series) (Surface Force Training Manual).

REMARKS/SPECIAL

1. Refer to SCORE Range User's Manual (FACSFACSDINST 3550.1) for specific operating procedures.
2. SHOBA is considered a danger area. Contact "BEAVER" for permission to enter SHOBA.

**COMMON NAME: San Clemente Island Onshore and Nearshore Operations Areas  
North of SHOBA**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
ONSHORE OPERATIONS AREAS		
NALF AIRFIELD	33°00'59"	118°36'10"
	33°01'34"	118°34'29"
	33°01'28"	118°34'26"
	33°00'52"	118°36'05"
DESCRIPTION	Airfield, tower and ramp.	
NORTHWEST HARBOR	33°01'57"	118°35'52"
	33°01'55"	118°34'30"
	33°01'40"	118°34'17"
	33°01'15"	118°35'29"
DESCRIPTION	NSW BUD/S Camp, NAROPS, demolition areas, beach, TAR 1.	
NORTHHEAD	33°01'49"	118°36'25"
	33°01'56"	118°35'51"
	33°01'17"	118°35'27"
	33°00'56"	118°36'22"
DESCRIPTION	Small arms range and NSW Training Area, TAR 4.	
WEST COVE	33°00'55"	118°36'22"
	33°01'06"	118°35'28"
	33°00'57"	118°35'23"
	33°00'46"	118°36'15"
DESCRIPTION	Small beach with SCORE underwater cable and termination van.	
NORTH LIGHT	33°01'39"	118°34'20"
	33°01'39"	118°34'12"
	33°01'19"	118°33'49"
	33°01'31"	118°34'12"
DESCRIPTION	Fuel farm and SPAWAR facilities.	
BEACON HILL	33°01'04"	118°35'02"
	33°01'31"	118°34'09"
	32°59'55"	118°33'27"
	32°59'33"	118°33'40"
DESCRIPTION	Airfield radar facilities.	
ASSUALT VEHICLE MANUEVER AREA	33°00'59"	118°35'24"
	33°02'18"	118°34'28"

	32°59'21"	118°33'37"
	33°00'18"	118°34'33"
DESCRIPTION	Adjacent to Ridge Road, for armored vehicles.	
NORTHERN PLATEAU	33°00'47"	118°35'18"
	32°59'25"	118°32'54"
	32°57'57"	118°31'53"
	32°56'41"	118°32'28"
DESCRIPTION	SOARFAC, Photo Lab, open maneuver area.	
WILSON COVE	33°00'26"	118°33'42"
	33°00'15"	118°33'16"
	32°59'27"	118°34'06"
	32°59'32"	118°33'41"
DESCRIPTION	Waterfront, logistics, mess hall facilities.	
NOTS PIER	32°59'25"	118°32'54"
	32°59'27"	118°34'05"
	32°58'29"	118°32'00"
	32°58'19"	118°32'13"
DESCRIPTION	SPAWAR RDT&E facilities.	
WEST SHORE	32°58'35"	118°34'37"
	32°58'18"	118°34'30"
DESCRIPTION	1800 feet of shoreline, NSW TAR 10.	
VC-3	32°57'09"	118°32'10"
	32°57'01"	118°31'44"
	32°56'35"	118°31'44"
	32°56'41"	118°32'11"
DESCRIPTION	Old Airfield, ACORE range equipment, RDT&E facilities, hangar, assault training targets.	
EAST OLD AIRFIELD	32°57'59"	118°32'11"
	32°57'48"	118°31'33"
	32°55'55"	118°30'09"
	32°55'50"	118°30'39"
DESCRIPTION	Open space with camera pads.	
MISSILE IMPACT RANGE	32°56'08"	118°31'16"
	32°56'15"	118°31'06"
	32°55'59"	118°30'47"
	32°55'52"	118°30'58"
DESCRIPTION	SPAWAR facility with aircraft, equipment, TAR 16.	
SOUTH OLD AIRFIELD	32°56'42"	118°32'27"
	32°56'32"	118°31'34"
	32°55'37"	118°30'36"

	32°55'31"	118°31'10"
DESCRIPTION	Airfield and assault training targets.	
LEMON TANK	32°55'26"	118°31'06"
	32°55'48"	118°30'11"
	32°52'22"	118°26'37"
	32°51'33"	118°27'33"
DESCRIPTION	Open maneuver area with Mt Thirst, Vista, REWS and TAR 18.	
MOUNT PEAK	32°55'05"	118°29'25"
	32°54'41"	118°28'50"
	32°54'17"	118°29'08"
	32°54'20"	118°29'23"
DESCRIPTION	SCORE communications site and at Station Stone, NRO Captive Rearing Facility.	
SHOBA		
DESCRIPTION	See SHOBA in this instruction.	
EEL POINT	32°55'06"	118°32'38"
	32°55'12"	118°31'53"
	32°54'39"	118°32'02"
	32°54'26"	118°32'23"
DESCRIPTION	Location of NSW TAR 17.	
LOST POINT	32°52'07"	118°30'27"
	32°52'11"	118°30'19"
	32°50'29"	118°28'29"
	32°50'24"	118°28'39"
DESCRIPTION	Seal rookery.	
WESTERN TERRACES	32°55'59"	118°32'47"
	32°56'29"	118°31'59"
	32°51'44"	118°27'19"
	32°50'29"	118°28'30"
DESCRIPTION	Multiple layers of marine terrace, mostly Island Night Lizard Management Area.	
EASTERN ESCARPMENT	32°58'20"	118°32'13"
	32°58'28"	118°31'58"
	32°53'00"	118°25'58"
	32°52'21"	118°26'20"
DESCRIPTION	Steep cliffs, Randall Radar Site, TAR 13.	
RIDGE ROAD	33°00'07"	118°34'37"
	32°49'25"	118°21'40"
DESCRIPTION	Runs from the airfield to Pyramid Head.	



ASSAULT MANEUVER CORRIDOR	33°00'07"                      118°34'37" 32°49'25"                      118°21'40"
DESCRIPTION	Unpaved roadway parallel to Ridge Road.
TYPE EXERCISE/ORDNANCE	Amphibious landings, CSAR, land navigation, infantry maneuver training, cargo and personnel paradrops, ground and helicopter assaults, company-sized raids, Naval Special Warfare tactical patrol, small arms and demolition training, small boat landings, helicopter hover FAST ROPE, raid, close quarter combat, communications support, environmental support operations.
FLOOR	Surface
CEILING	4,000 feet MSL
SCHEDULING ACTIVITY	FACSFAC (SCORE) San Diego.
COMMUNICATIONS	Prior to entry call "SIERRA 7" for clearance into designated area.
ENVIRONMENTALLY SENSITIVE AREAS	<p>1. Most of the west shore is designated the Island Night Lizard Management Area (INLMA). Navy SEAL training in groups of 10 or less personnel may traverse the west shore areas. Marine amphibious landings of small units (30-50 personnel) may land in the Eel Cove area but are restricted to a disturbed corridor inland and existing roads.</p> <p>2. No activity is permitted on West Cove beach when Western Snowy Plovers are present during the nesting and breeding season typically February to August.</p> <p>3. SHOBA Shrike Nesting Sites. During the breeding period (typically February to August) there is a restriction to overflying the nesting areas below 500 feet AGL.</p> <p>4. Near Mount Peak NRO has a Captive Rearing Facility at Station Stone.</p> <p>5. Western Terraces. A seal rookery on the west coastline between Seal Cove and Lost Point must be avoided by ½ mile or 1,000 feet AGL.</p> <p>6. Endangered Vegetation. The six threatened and endangered plant species occur predominately in the southern half of the</p>

Island or along the eastern escarpment, therefore users must not clear any vegetation, as the user may inadvertently destroy protected plants.

7. Archeological Sites. The Island has approximately 8,000 archaeological sites, many of which consist of artifacts on the surface. Digging or trenching is not allowed on SCI to prevent damage to these sites. Some areas are posted for easy recognition. Foot traffic is prohibited in these areas.

8. The sand dunes on the northwest shore of SCI have fragile dune structures and some areas have high concentrations of archeological sites. Foot traffic is prohibited in these areas.

REMARKS/SPECIAL  
LEAD TIME INSTRUCTIONS

1. Range operations are initially scheduled two quarters in advance during the SCORE portion of the COMTHIRDFLT scheduling conference. Each command must submit an Exercise/OPAREA/Service Request, in accordance with Chapter 3. Users requiring emergent services must coordinate their requirements with the SCORE scheduler at (619) 545-6536 (long range) and 545-6552 (within three weeks and all fleet exercises) and then submit a service request for case-by-case consideration. A SCORE Program Manager and a contractor Program Engineer will be assigned as points of contact for liaison and planning for each event. SCORE Range User's Manual can be accessed through the Internet via <http://www.score.net>, user name: fleetuser (lower case)/password: fouo (lower case).

2. Operations can be planned with the SCORE SCI Range Manager on San Clemente Island or SCI Operations Manager at the SCORE Range Operations Center.

3. Operations in the western land zones of SCI need to be coordinated with Breaklock (BRKLLK) REWS Threat Avoidance Training as the two have the potential for interference.

**COMMON NAME: NEPTUNE Water Drop Zone**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°52'30"	117°48'00"
	1000-yard radius	
DESCRIPTION	Over-water training area.	
TYPE EXERCISE	Parachute drop zone.	
FLOOR	Surface.	
CEILING	As requested/assigned.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	None.	
SCHEDULING DOCUMENTS/ LEAD TIME	Message or telephone call fourteen working days.	

**COMMON NAME: Area Foxtrot**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°36'50"	117°32'54"
	32°34'45"	117°39'00"
	32°49'30"	117°45'15"
	32°53'00"	117°41'40"
DESCRIPTION	Class E Airspace within W-29 delegated to Southern California terminal Radar Control (SOCAL TRACON) during periods of inclement weather or when Lindbergh Airport is landing Runway 09. Area Foxtrot is depicted on DMA Chart 18760 SOCAL FLEET OPAREA CHART.	
FLOOR	2,000 feet MSL.	
CEILING	15,000 feet MSL.	
SCHEDULING ACTIVITY	FACSFAC SAN DIEGO.	
REMARKS/SPECIAL INSTRUCTIONS	SOCAL TRACON will activate Area FOXTROT through FACSFACSD. Once activated FACSFACSD will notify all fleet units as appropriate.	

**COMMON NAME: Western San Clemente Operating Area (WSCOA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°18'30"	118°38'25"
	33°11'40"	118°31'00"
	32°45'00"	119°05'00"
	31°41'00"	120°15'00"
	31°18'40"	121°11'30"
	31°54'00"	121°34'30"
	32°10'45"	120°16'15"
	32°52'15"	119°12'30"
	To point of origin.	
DESCRIPTION	This area lies entirely between the boundaries of W-290, W-60, W-61, and W-291 and directly underneath Control Area Extension 1177 and excludes SOAR.	
TYPE EXERCISE/ORDNANCE	ISE, fleet training, no ordnance authorized.	
FLOOR	Ocean bottom.	
CEILING	5,000 feet MSL.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 of this chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen days.	

**COMMON NAME: Submarine Transit Lanes**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SIERRA ZEUS PT "A"	32°35'00" Then 000°(T) to 32°45'00" Coast of California Then 270°(T) to 32°45'00" Then 290°(T) to 32°51'00" Then 245°(T) to 32°45'00" Then 270°(T) to 32°45'00" Then 180°(T) to 32°35'00" Then 090°(T) to PT "A".	117°10'00"    117°40'00"  118°00'00"  118°15'00"  118°45'00"  118°45'00"
SIERRA ORION	32°35'00" Then 180°(T) to 31°35'00" Then 270°(T) to 31°35'00" Then 000°(T) to 32°35'00" Then 090°(T) to point of origin.	117°35'00"  117°35'00"  117°40'00"  117°40'00"
SIERRA PLUTO	32°35'00" Then 180°(T) to 25°00'00" Then 270°(T) to 25°00'00" Then 000°(T) to 31°25'00" Then 090°(T) to 31°25'00" Then 000°(T) to 32°35'00" Then 090°(T) to point of origin.	118°25'00"  118°25'00"  118°45'00"  118°45'00"  118°35'00"  118°35'00"
SIERRA MARS	32°35'00" Then 319°(T) to 32°55'00" Then 270°(T) to 32°55'00" Then 000°(T) to 33°05'00" Then 090°(T) to 33°05'00" Then 139°(T) to 32°45'00"	118°45'00"  119°05'00"  130°00'00"  130°00'00"  119°05'00"  118°45'00"

	Then 180°(T) to point of origin.
SIERRA APOLLO	32°35'00" 118°35'00"
PT "A"	Then 180°(T) to
	32°28'00" 118°35'00"
	Then 221°(T) to
	31°55'00" 119°08'00"
	Then 270°(T) to
	31°55'00" 130°00'00"
	Then 000°(T) to
	32°05'00" 130°00'00"
	Then 090°(T) to
	32°05'00" 119°11'00"
	Then 042°(T) to
	32°30'00" 118°45'00"
	Then 000°(T) to
	32°35'00" 118°45'00"
	Then 090°(T) to PT "A".
SIERRA MERCURY	31°35'00" 118°35'00"
	Then 180°(T) to
	31°25'00" 118°35'00"
	Then 270°(T) to
	31°25'00" 123°35'00"
	Then 221°(T) to
	25°00'00" 129°30'00"
	Then 270°(T) to
	25°00'00" 129°50'00"
	Then 041°(T) to
	31°35'00" 123°44'00"
	Then 090°(T) to point of origin.
SIERRA MERCURY EXTENSION	31°35'00" 117°35'00"
	Then 180°(T) to
	31°25'00" 117°35'00"
	Then 270°(T) to
	31°25'00" 118°25'00"
	Then 000°(T) to
	31°35'00" 118°25'00"
	Then 090°(T) to point of origin.
TYPE EXERCISE	Submarine transits when lanes are activated.
FLOOR	Ocean bottom.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	COMSUBTRAGRU WEST COAST, Bangor WA (see Remarks/Special Instructions).
SCHEDULING DOCUMENT/ LEAD TIME	Message - fourteen working days.
REMARKS/SPECIAL	COMSUBTRAGRU WEST COAST will promulgate

FACSFACSDINST 3120.1E

INSTRUCTIONS

submarine transit lane activation as  
required.



**COMMON NAME: Fleet Training Area Hot (FLETA HOT)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°33'00"	118°25'00"
	32°35'00"	118°16'00"
	32°35'00"	117°40'00"
	31°55'00"	117°40'00"
	31°55'00"	118°25'00"
	To point of origin.	
DESCRIPTION	Area used for hazardous operations, primarily surface/air-to-air ordnance.	
TYPE EXERCISE/ORDNANCE	Surface/air-to-air ordnance, ASW, underway training, ISE.	
FLOOR	Ocean bottom.	
CEILING	FL800.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	"BEAVER" Tactical/Warning (277.8 MHz).	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days. If air services required ten working days.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Under no circumstances will units enter FLETA HOT without permission from "BEAVER".</p> <p>2. TMA P-5 overlies FLETA HOT 5-40K. See applicable pages for additional information on scheduling these areas.</p> <p>3. Quick Draw Area (QDA) - (Grid Area 2734WX). Times and altitudes scheduled on a real-time basis. If prior scheduled operations preclude utilization of the primary QDA, an alternate area of equal size (4 NM X 10 NM) will be assigned in FLETA HOT.</p> <p>a. Ordnance. 3", 5", 20MM, 40MM, 76MM.</p> <p>b. Use GUNPAC only. Units must use gun-target line of 180° T with no more than a 5° elevation.</p> <p>c. Scheduling. Requires one hour notification by radio or telephone. SOCAL area units use Fleet Tactical/Warning to coordinate usage of QDA.</p>	

Units leaving port may coordinate via telephone Commercial (619) 545-1777/DSN 735-1777.

4. Equipment. IFF (if installed) and two-way communications are required throughout entire evolution.

5. Reports. COMEX reports required 30, 15 and 5 minutes prior to firing, permission to go hot and FINEX of firing. NOTE: Individual unit commanders are ultimately responsible for range safety during operations.

**COMMON NAME: Fleet Training Area Cold (FLETA Cold)**

REMARKS/SPECIAL

1. There is no longer a requirement to schedule FLETA Cold. It is mentioned in this instruction only because it is still depicted on current charts.

**COMMON NAME: Tactical Maneuvering Areas (TMA P-1 through TMA P-8)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
TMA P-1	32°02'00"	117°22'00"
	31°41'00"	116°57'00"
	31°20'00"	117°19'00"
	31°50'00"	117°40'00"
	To point of origin.	
TMA P-2	31°50'00"	117°50'00"
	31°15'00"	117°30'00"
	31°05'00"	118°00'00"
	31°44'00"	118°10'00"
	To point of origin.	
TMA P-3	31°44'00"	118°10'00"
	31°05'00"	118°00'00"
	31°03'00"	118°22'00"
	31°43'00"	118°24'00"
	To point of origin.	
TMA P-4	31°43'00"	118°24'00"
	31°03'00"	118°22'00"
	31°04'00"	118°45'00"
	31°44'00"	118°38'00"
	To point of origin.	
TMA P-5	32°32'00"	118°25'00"
	32°35'00"	118°13'00"
	31°57'00"	117°46'00"
	31°48'00"	118°24'00"
	To point of origin.	
	May be divided into NORTH and SOUTH sectors (designated P-5 NORTH, P-5 SOUTH) described by a line from 32°02'24"N/118°24'00"W to 32°10'00"N/117°55'00"W.	
TMA P-6	32°33'00"	118°33'00"
	31°54'00"	118°42'00"
	32°03'00"	119°06'00"
	32°36'00"	118°39'00"
	To point of origin.	
TMA P-7	32°36'00"	118°39'00"
	32°03'00"	119°06'00"
	32°17'00"	119°23'00"
	32°41'00"	118°45'00"
	To point of origin.	

TMA P-8	31°54'00"	118°42'00"
	31°35'00"	118°48'00"
	32°05'00"	119°42'00"
	32°17'00"	119°23'00"
	To point of origin.	
	May be divided into EAST and WEST sectors with a line from 32°03'N/119°06'W to 31°47'N/119°20'W designated P-8 EAST and P-8 WEST.	
	Boundaries defined by radial/DME from TACAN Channel 86 (32°52'48"N, 118°26'24"W).	
TMA P-1	Eastern Boundary	120°/75-105 NM.
	Western Boundary	135°/75-110 NM.
TMA P-2	Eastern Boundary	140°/70-110 NM.
	Western Boundary	155°/70-110 NM.
TMA P-3	Eastern Boundary	155°/70-110 NM.
	Western Boundary	165°/70-110 NM.
TMA P-4	Eastern Boundary	165°/70-110 NM.
	Western Boundary	175°/70-110 NM.
TMA P-5	Eastern Boundary	135°/20-65 NM.
	Western Boundary	165°/20-65 NM.
TMA P-6	Eastern Boundary	180°/20-60 NM.
	Western Boundary	200°/20-60 NM.
TMA P-7	Eastern Boundary	200°/20-60 NM.
	Western Boundary	220°/20-60 NM.
TMA P-8	Eastern Boundary	180°/60-80 NM.
	Western Boundary	220°/60-80 NM.
TYPE EXERCISE	Air combat maneuvering, air intercept control, aerobatics, air-to-air gunnery. (See Remarks/ Special Instructions).	
FLOOR	5,000 feet MSL (may be subject to change when CV is operating in area). (See Remarks note 1).	
CEILING	FL400 (FL250 for AAGUNS in P-2/3).	
SCHEDULING ACTIVITY	P-1/2/3/6/7/8 MAG-11, MCAS Miramar, San Diego. P-4/5 FACSFAC San Diego.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 in this chapter.	

SCHEDULING DOCUMENT

1. P-1/2/3/6/7/8 telephone call and/or message to MAG-11 NLT Monday of week preceding date requested. MAG-11 submit feeder schedule to FACSFAC by COB Wednesday for following week's operations. Submit late requests by telephone to MAG-11 for assignment as available.

2. P-5 is scheduled real-time only; contact FACSFAC ("BEAVER") at Commercial (619) 545-1777 or DSN 735-1777 two hours prior to mission.

3. Air-to-air gunnery requests must be received at least 3 working days prior to time requested.

REMARKS/SPECIAL  
INSTRUCTIONS

1. During CV/N operations in W-21, the following scheduling procedures will apply:

a. Two P-Areas will be co-use. However, area may be scheduled real-time for ACM if flight ops are not being conducted.

b. P-6/7/8 will be hard-decked at 10,000 feet for ACM. Close coordination between CV/Ns and FACSFAC is imperative.

2. Air-to-air gunnery, P-2/3.

a. The tow aircraft will act as the tactical air controller/airborne safety observer to ensure that live firing takes place within the boundaries of P-2/3. All firing runs will be executed in such a manner that expended ordnance falls well within assigned area.

b. Range times and the provisions of Section I must be strictly adhered to.

c. Aircraft may make dry firing runs inbound to assigned area upon approval from "BEAVER".

d. All aircraft in the flight shall be on a discrete tactical frequency assigned by "BEAVER". COMEX and FINEX reports shall be made to "BEAVER" and the flight must be alert to "check-fire" calls if "BEAVER" detects any non-participating units violating the exclusive area.

e. At least one member of the flight must ensure the surface area is clear prior to commencing firing runs. It is

imperative the surface area beneath an undercast be cleared both visually and with the aircraft's radar.

f. If necessary, the dart banner target shall be jettisoned within assigned area.

g. P-2/3 will be assigned from the surface to FL250 for air-to-air gunnery. Higher altitudes may be obtained for other ordnance operations.

3. P-4 is the primary area requested by surface units conducting aircraft tracking exercises and is assigned co-use only. ACM is not authorized in P-4.

4. P-5 is assigned real-time only as an overflow when other PAPA areas are needed for higher priority operations. The total area may be assigned or sub-divided as P-5 NORTH or P-5 SOUTH. When scheduled for air-to-air gunnery, P-5 will be regarded as a single area.

5. P-8 EAST may be assigned as an extension to P-6. P-8 WEST may be assigned as an extension to P-7.

**COMMON NAME: Air Refueling Tanker Track (AR TKR TRK)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST	CH86
	32°47'42"	118°43'00"	233/15
	32°23'30"	119°20'48"	223/53
	32°15'24"	119°13'45"	213/54
	32°39'54"	118°36'00"	195/15
DESCRIPTION	AR TKR TRK is a left-hand pattern with entry point NSD 233/15.		
TYPE EXERCISE	Air refueling.		
FLOOR/CEILING	5,000 feet MSL.		
USAGE LIMITATIONS	Area must be VMC and FACSFAC San Diego radar must be operating and able to cover the refueling track.		
SCHEDULING ACTIVITY	FACSFAC San Diego.		
COMMUNICATIONS	UHF: Primary 289.9 MHz/Secondary 285.7 MHz VHF: Primary 118.65 MHz.		
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days. Real-time by contacting "BEAVER" on frequencies listed above.		



**COMMON NAME: Air Refueling Anchor 651 (AR 651)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST	TACAN 86
	32°15'00"	118°37'00"	179/39
	31°30'00"	119°15'00"	192/93
	31°25'00"	118°53'00"	180/91
	32°20'00"	119°00'00"	207/44
	Entry point:		
	32°40'00"	118°53'00"	225/25
	Exit point:		
	32°15'00"	118°37'00"	179/39
DESCRIPTION	AR 651 is a left-hand pattern with entry point NSD 225/25, then 207/44, 192/93, 180/91, 180/34.		
TYPE EXERCISE	Air refueling.		
FLOOR/CEILING	FL200-FL260, or as required.		
USAGE LIMITATIONS	Available from sunset to sunrise only. Area must be VMC.		
SCHEDULING ACTIVITY	FACSFAC San Diego.		
COMMUNICATIONS	UHF: Primary - 289.9MHz/Secondary - 285.7 MHz. VHF: Primary - 118.65 MHz.		
SCHEDULING DOCUMENT LEAD TIME	Message or telephone call fourteen working days.		

**COMMON NAME: Air Refueling Anchor 657 (AR-657)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST	TACAN 86
	31°36'30"	118°50'36"	181/79
	30°53'06"	119°19'48"	187/128
	31°30'00"	119°38'48"	195/128
	31°45'18"	119°10'18"	195/77
	Entry/Exit point:		
	31°58'30"	118°36'00"	175/55
DESCRIPTION	AR-657 is a right-hand pattern point NSD 175/55, then 181/79, 187/128, 195/128, 195/77.		
TYPE EXERCISE/ORDNANCE	Air refueling.		
FLOOR/CEILING	FL200-FL260, or as required.		
USAGE LIMITATIONS	FACSFAC San Diego Radar must be operational and able to cover the refueling track. Area must be VMC.		
SCHEDULING ACTIVITY	FACSFAC San Diego.		
COMMUNICATIONS	UHF: Primary 289.9 MHz/Secondary 285.7 MHz. VHF: Primary 118.65 MHz.		
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days.		
REMARKS/SPECIAL INSTRUCTIONS	FACSFAC San Diego will provide exclusive use airspace to aircraft participating in AR-657, if required.		

**COMMON NAME: Missile Range One East/West (MISR-1E/MISR-1W) and Missile Range Two (MISR-2)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
MISR-1E	31°10'00"	117°35'00"
	31°10'00"	116°46'00"
	30°25'00"	116°24'00"
	30°25'00"	117°35'00"
	To point of origin.	
MISR-1W	31°00'00"	118°25'00"
	31°00'00"	117°40'00"
	30°25'00"	117°40'00"
	30°25'00"	118°25'00"
	To point of origin.	
MISR-2	30°25'00"	118°25'00"
	30°25'00"	116°24'00"
	29°35'00"	116°00'00"
	29°35'00"	118°25'00"
	To point of origin.	
DESCRIPTION	Open ocean.	
TYPE EXERCISE/ORDNANCE	Rocket and missile firing, USW, carrier and submarine operations, fleet training, ISE, surface and air gunnery.	
FLOOR	Ocean bottom.	
CEILING	FL800.	
USAGE LIMITATIONS	Ordnance must impact within assigned MISR area.	
SCHEDULING AUTHORITY/ ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 in chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen days prior to event due to requirement for a NOTEMAR.	

**COMMON NAME: Encinitas Naval Electronic Test Area (ENETA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°45'00"	117°15'00"
	32°35'00"	117°15'00"
	32°35'00"	117°35'00"
	33°05'00"	117°35'00"
	33°05'00"	117°10'00"
	Along coastline to point of origin.	
TYPE EXERCISE/ORDNANCE	ISE, fleet training.	
FLOOR	Ocean bottom.	
CEILING	700 feet MSL.	
USAGE LIMITATIONS	No ordnance.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 of this chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days.	

**COMMON NAME: Advance Research Projects Agency (ARPA) Training Minefield**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°49'00"	117°19'00"
	32°49'00"	117°24'00"
	32°53'05"	117°24'00"
	32°53'05"	117°19'00"
DESCRIPTION	ARPA lies within Encinitas Naval Electronic Test Area (ENETA).	
TYPE EXERCISE/ORDNANCE	Mine detection/avoidance.	
FLOOR	Ocean bottom.	
CEILING	Surface.	
USAGE LIMITATIONS	No towing operations below 530FT.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 of this chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days.	
REMARKS/SPECIAL INSTRUCTIONS	Commander, Submarine Training Group West Coast (CSTGWC), Bangor WA, has priority use of this area. With the exception of major fleet exercises, all other exclusive operations conducted in this area must be scheduled with the concurrence of CSTGWC. FACSFAC San Diego will coordinate use of this area.	

**COMMON NAME: LEON Water Drop Zone**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°36'20"	117°19'25"
	1 NM radius	
DESCRIPTION	Over-water training area.	
TYPE EXERCISE/ORDNANCE	Parachute drop zone.	
FLOOR	Surface.	
CEILING	2800 feet MSL.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	Contact SOCAL Approach on 285.2/125.15 before entering the terminal area.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days.	
REMARKS/SPECIAL INSTRUCTIONS	User must request all altitudes above 2800 feet with FAA or Flight Service Station (619) 277-7043 to ensure a NOTAM is issued.	

**COMMON NAME: ULM-4 (San Diego) Shipboard Electronics Systems Evaluation  
Facility (SESEF)**

LOCATION/BOUNDARIES	Area 2742.
TYPE EXERCISE/ORDNANCE	FAA TACAN certification and quick-looks, communications analysis and antenna radiation patterns, radar beacon acquisition, IFF verification, ESM and DF verification and calibration, LINK-11 passive evaluation, AN/ULM-4 range testing.
USAGE LIMITATIONS	No ordnance authorized.
RANGE RESOURCE MANAGER	NAVUNSEAWARCEN Det San Diego.
SCHEDULING ACTIVITY	NAVUNSEAWARCEN Det San Diego.
COMMUNICATIONS	All ships will check in with "RELIABLE PARTNER" on 236.2 MHz (primary) or 264.2 MHz (secondary) 30 minutes prior to approaching test area giving ETA to the range.
SCHEDULING DOCUMENT/ LEAD TIME	Message to NAVUNSEAWARCEN Det San Diego 72 hours for active testing or for testing outside of normal working hours (0730-1600 local). During working hours contact "RELIABLE PARTNER" for real-time scheduling SESEF can accommodate up to three ships simultaneously.
APPLICABLE DIRECTIVES	NAVSEAINST 3520.1 (series) and CINCPACFLTINST 3430.11D.
REMARKS/SPECIAL	<ol style="list-style-type: none"> <li>1. All test procedures are in SESEF Shipboard Test Execution Manual (STEM) NAVSEA 91T. Point of contact for scheduled tests or briefs is SESEF Site Commercial (619) 553-3184 DSN 553-3184.</li> <li>2. Ships use AKAI-6 call sign.</li> <li>3. "RELIABLE PARTNER" will coordinate switch to secure (VINSON) circuits.</li> </ol>

**COMMON NAME: San Diego Bay Training Areas (SDBTA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°40'31.1"	117°10'03.7"
	32°41'07"	117°09'13.7"
	32°40'24.1"	117°08'02.4"
	32°40'00"	117°07'44"
	32°38'58.5"	117°07'44"
	32°38'38.6"	117°08'24.9"
	To point of origin.	
DESCRIPTION	Bay and beach area along Silver Strand and Naval Amphibious Base, Coronado.	
TYPE EXERCISE	SEAL operations, small boat training, helo hoist, swimmer operations.	
FLOOR	Bay bottom.	
CEILING	Surface.	
USAGE LIMITATIONS	No live ordnance.	
ENVIRONMENTAL LIMITATIONS	To avoid harm to endangered and threatened species, land use of training Areas D-1 and D-2 is prohibited during nesting season for the California Least Tern (CLT) and Western Snowy Plover (WSP). Nesting season extends from 15 March to 15 September annually. During this time pile driving and other operations that have the potential for noise impacts to the CLT and WSP must not be conducted within 1 kilometer of the nesting preserve at D-1 and D-2. Training operations that have potential to impact eel grass are to be conducted at training area Bravo in the area marked for ELCAS operations.	
RANGE RESOURCE MANAGER	NAS North Island.	
SCHEDULING ACTIVITY	COMNAVBEACHGRU ONE.	
COMMUNICATIONS	COMNAVBEACHGRU ONE 0730-1600 Monday through Friday, except Holidays at (619) 437-2476/2478/DSN 577-2476/2478. Duty Officer Beeper: (619) 556-5500 X-8798.	
SCHEDULING DOCUMENT/LEAD TIME	Message (info FACSFAC) or phone call by Wednesday of week prior to operations.	
APPLICABLE DIRECTIVES	NASNIINST 3120.2 (series).	
REMARKS/SPECIAL	1. San Diego Bay Training Areas are "B",	



INSTRUCTIONS	"C", "D-1, 2, 3", "E", "F", "G".
	LATITUDE NORTH      LONGITUDE WEST
Area BRAVO	32°38'55.8"      117°08'35"
	32°39'14.8"      117°07'54.5"
	32°38'56.5"      117°07'44"
	32°38'38.6"      117°08'24.9"
	Then shoreline to point of origin.
Area CHARLIE	32°39'04.6"      117°08'50"
	32°39'27.2"      117°08'02.3"
	32°39'14.8"      117°07'54.5"
	32°38'55.8"      117°08'35"
	Then shoreline to point of origin.
Area DELTA ONE	32°39'16"      117°08'48.4"
	32°39'36"      117°07'59.5"
	32°40'05.5"      117°08'33.2"
	32°39'32.5"      117°09'14"
	Then shoreline to point of origin.
Area DELTA TWO	32°39'32.5"      117°09'14"
	32°40'05.5"      117°08'33.2"
	32°40'24.5"      117°08'55.5"
	32°39'55.5"      117°09'31.5"
	Then shoreline to point of origin.
Area DELTA THREE	32°39'55.5"      117°09'31.5"
	32°40'24.5"      117°08'55.5"
	32°40'37.8"      117°09'10.1"
	Then shoreline to point of origin.
Area ECHO	32°39'36"      117°07'59.5"
	32°40'37.8"      117°09'10.1"
	32°40'57"      117°08'46"
	32°40'28"      117°07'57.2"
	32°40'01"      117°07'36.5"
	32°39'46"      117°07'34.2"
	Then to point of origin.
Area FOXTROT	32°40'37.8"      117°09'10.1"
	32°40'57"      117°08'46"
	32°41'07.3"      117°09'02.8"
	32°40'49.4"      117°09'24.8"
	Then shoreline to point of origin.
Area GOLF	32°40'49.4"      117°09'24.8"
	32°40'55"      117°09'31"
	32°41'10.7"      117°09'08"
	32°41'07.3"      117°09'02.8"
	Then to point of origin.

2. Airspace above SDBTA lies within NAS North Island class "D" airspace. Helo operations are subject to the following instructions:

a. VFR flight conditions must exist within the class "D" airspace (ceiling at least 1,000 feet and visibility at least three miles).

b. Clearance must be obtained from NAS North Island Tower (336.4 MHz).

c. OCEs will provide a proposed schedule of air operations to NAS North Island (Air Operations Officer) five days prior to intended operations.

**COMMON NAME: Silver Strand Amphibious Beaching Area (SSABA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°41'00"	117°15'00"
	32°35'00"	117°15'00"
	32°35'00"	117°08'00"
	Then along coastline to point of origin.	
DESCRIPTION	Ocean and beach area along Silver Strand.	
TYPE EXERCISE/ORDNANCE	Amphibious landings, small boat training, fleet anchorages, helo operations.	
FLOOR	Ocean bottom.	
CEILING	Surface.	
USAGE LIMITATIONS	No live ordnance.	
ENVIRONMENTAL LIMITATIONS	<p>Nesting season for the California Least Tern and Western Snowy Plover begins 15 March and runs through 15 September annually. To avoid harm to these listed species units are to remain in assigned beach training areas. During nesting season units are to utilize the backshore road or the hardpack sand below the high water mark for ingress and egress to training areas. Remain well clear of nesting areas identified by blue traffic cones and small yellow caution signs. All beach operations that may potentially alter habitat or impact nesting birds must be submitted to COMNAVBASE Natural and Cultural Resources Office for review at (619) 545-1130.</p>	
RANGE RESOURCE MANAGER	NAS North Island.	
SCHEDULING ACTIVITY	COMNAVBEACHGRU ONE.	
COMMUNICATIONS	<p>COMNAVBEACHGRU ONE 0730-1600 Monday through Friday, except holidays. (619) 437-2476, DSN 577-2476 Duty Officer: (619)437-2392 DSN 577-2392.</p>	
SCHEDULING DOCUMENT/LEAD TIME	<p>Message (info FACSFAC San Diego) or telephone call by Wednesday of week prior to operations.</p>	
APPLICABLE DIRECTIVES	NASNIINST 3120.2 (series).	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Amphibious beaching areas include Silver Strand Boat Lanes 1 through 10. Access to Boat Lanes 11 through 14 is available, but requires special coordination through</p>	

COMNAVBEACHGRU ONE.

2. Amphibious training services in the area are arranged in accordance with NASNIINST 3120.2(Series).

3. Anchorages within or touching designated boat lanes are controlled by COMNAVBEACHGRU ONE.

4. Anchorages 125, 126, 147, 158, and 171 and Mooring Buoy TG-1 (ANCH. 151) are controlled by COMAFLOATRAGRU San Diego at (619) 556-0900/DSN 526-0900.

5. Anchorages 124, 135, 146, and 170 are controlled by PSO San Diego at (619) 556-1433/DSN 526-1433.

6. Airspace above the SSABA lies within the class "D" airspace of NAS North Island and OLF Imperial Beach. Helicopter operations from ships in the SSABA are subject to the following instructions:

a. VFR flight conditions must exist within the class "D" airspace (ceiling at least 1,000 feet AGL and visibility at least three miles).

b. Clearance must be obtained from NAS North Island Tower (336.4 MHz) prior to lift-off. NAS North Island coordinates operations with OLF Imperial Beach.

c. Ships operating helicopters on tactical nets must maintain two-way radio communications with NAS North Island Tower.

d. OCE will provide a proposed schedule of air operations to NAS North Island (Air Operations Officer) five days prior to intended operations.

**COMMON NAME: Helicopter Offshore Training Area (HCOTA) A/B/C/D/E Dipping Area**

LOCATION/BOUNDARIES	Area ALPHA-NRS TACAN CH 29 209°-260° radials from 4-8 DME. Area BRAVO-NRS TACAN CH29 235°-260° radials from 8-12 DME. Area CHARLIE-NRS TACAN CH29 235°-260° radials from 12-16 DME. Area DELTA-NRS TACAN CH 29 220°-260° radials from 16-20 DME. Area ECHO- NRS TACAN CH 29 220°-260° radials from 20-24 DME.
DESCRIPTION	Ocean area off Imperial Beach, CA.
TYPE EXERCISE/ORDNANCE	Helo Ops, including dipping sonar.
FLOOR	Ocean bottom.
CEILING	1000 feet.
USAGE LIMITATIONS	During IMC conditions operations in Area ALPHA are prohibited. Operations in Area B/C/D/E are at your own risk.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	Outlying Field (OLF) Imperial Beach.
COMMUNICATIONS	Aircraft must check-in and maintain communications with OLF Imperial Beach tower ("BEACH TOWER") on 285.9 between 0800-2300 or North Island Ground Control between 2300-0800.
SCHEDULING DOCUMENT/ LEAD TIME	Telephone call to OLF Tower (619) 437-9470.
OVERLAPPING/ADJACENT AREAS	Area ECHO overlaps W-291.
REMARKS/SPECIAL INSTRUCTIONS	Airspace above 1,000 feet controlled by FAA.

**COMMON NAME: San Pedro Channel Operating Area (SPCOA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°05'00"	119° 03' 00"
	Then along coastline to	
	33°30'00"	117°45'00"
	33°05'00"	117°45'00"
	33°05'00"	117°35'00"
	32°45'00"	117°35'00"
	32°45'00"	117°38'00"
	32°53'00"	117°41'30"
	33°12'30"	117°58'45"
	33°16'35"	118°25'00"
	33°11'40"	118°31'00"
	33°18'30"	118°38'25"
	33°19'30"	118°37'10"
	33°28'30"	118°37'40"
	33°28'30"	119°00'10"
	33°27'20"	119°01'40"
	33°28'30"	119°04'00"
	33°28'30"	119°07'00"
	33°52'00"	119°07'00"
	To point of origin.	
TYPE EXERCISE/ORDNANCE	Fleet training, mining, mine sweeping, ISE.	
FLOOR	Ocean bottom.	
CEILING	1,000 feet MSL (700 feet MSL South of 33° 15'N).	
USAGE LIMITATIONS	Airspace above 1,200 feet MSL controlled by FAA. Entire area lies outside the boundaries of W-289, W-290, W-291.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with Communications" section 1.11 in this chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days.	

**COMMON NAME: Camp Pendleton Area Alpha**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°22'42"	117°36'45"
	Then via a line running 1 NM offshore and parallel to the shoreline to	
	33°14'09"	117°26'38"
	32°53'00"	117°42'00"
	33°13'00"	117°59'00"
	To point of origin.	
DESCRIPTION	Air corridor connecting W-291 to Camp Pendleton R-2503A.	
TYPE EXERCISE/ORDNANCE	Amphibious operations (air element).	
FLOOR	Surface.	
CEILING	2,000 feet MSL.	
RANGE RESOURCE MANAGER	CG, MCB Camp Pendleton.	
SCHEDULING ACTIVITY	CG, MCB Camp Pendleton.	
COMMUNICATIONS	Recommend aircraft transiting Area Alpha contact Camp Pendleton Range Control ("LONGRIFLE") 301.9, 123.2 MHz for traffic advisories.	
SCHEDULING DOCUMENT/ LEAD TIME	Units request activation of Area Alpha via message, FAX, LAN or RFMSS Remote no later than 20 days prior to intended activation period.	
APPLICABLE DIRECTIVES	MCB Camp Pendleton Base Order P3500.1 (series) (Range Regulations).	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Area Alpha is activated to support fixed wing ingress from/to W-291 and R-2503.</p> <p>2. Area Alpha provides a speed waiver to aircraft ingressing/egressing to/from R-2503A from/to W-291 and alerts the local flying public via NOTAM of high speed fixed wing operations. Area Alpha is not a military exclusive use area.</p> <p>3. Area Alpha activation requests shall reflect real time planned use of the area.</p> <p>4. Aircraft transiting via Area Alpha are cautioned that cutting the southeast corner of W-291 to enter Area Alpha may result in a Class B airspace violation.</p>	

**COMMON NAME: Camp Pendleton Amphibious Assault Area (CPAAA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°23' 00"	117°35'30"
	33°20' 00"	117°40'20"
	33°09' 00"	117°28'30"
	33°12' 00"	117°24'30"
	Along coastline to	
	33°05' 00"	117°19'00"
	33°05' 00"	117°45'00"
	Along coastline to point of origin.	
DESCRIPTION	Ocean area for amphibious operations.	
TYPE EXERCISE/ORDNANCE	Amphibious operations.	
FLOOR	Ocean bottom.	
CEILING	Inside R-2503A-2000 feet, outside R-2503A-700 feet MSL non-exclusive. Altitudes will be higher when San Onofre MOA and/or Area Alpha is activated.	
USAGE LIMITATIONS	No live ordnance.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	In accordance with "Communications" section 1.11 in this chapter.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call to FACSFAC San Diego five working days.	



**COMMON NAME: Camp Pendleton Amphibious Assault Training Area/Artillery/  
Aircraft/Bombing and Strafing Range (R-2503 A/B/C)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
R-2503A	33°22'42"	117° 36' 45"
	33°27'13"	117° 34' 17"
	33°18'41"	117° 23' 58"
	33°17'30"	117° 16' 43"
	33°14'09"	117° 26' 38"
	To point of origin by following a line 1NM from and parallel to the shoreline.	
R-2503B	33°24'23"	117°15'18"
	33°18'00"	117°16'11"
	33°17'30"	117°16'43"
	33°18'41"	117°23'58"
	33°27'13"	117°34'17"
	33°30'13"	117°29'16"
	To point of origin.	
R-2503C	33°24'23"	117°15'18"
	33°18'41"	117°23'58"
	33°27'13"	117°34'17"
	33°30'13"	117°29'16"
	To point of origin.	
DESCRIPTION	<p>1. R-2503A. Ocean and land area extending into Camp Pendleton approximately 3 NM.</p> <p>2. R-2503B. Inland operating area overlying a portion of Camp Pendleton.</p> <p>3. R-2503C. Airspace overlying the northern two third's of R-2503B.</p>	
TYPE EXERCISE/ORDNANCE	Amphibious operations, simulated and actual dive, glide and low level bombing; small arms rifle, pistol and machine gun ranges, artillery firing areas, mortar positions; explosive ordnance disposal, drop zones, VSTOL site, simulated deck sites, confined area landing sites, landing zones and combat towns.	
FLOOR	<p>R-2503A/B - Surface.</p> <p>R-2503C - 15,000 feet MSL.</p>	
CEILING	<p>R-2503A - 2,000 feet MSL.</p> <p>R-2503B - 15,000 feet MSL.</p> <p>R-2503C - 27,000 feet MSL.</p>	

1-110

RANGE RESOURCE MANAGER	CG, MCB Camp Pendleton.
SCHEDULING ACTIVITY	CG, MCB Camp Pendleton.
COMMUNICATIONS	Aircraft entering R-2503A/B/C must contact Camp Pendleton Range Control ("LONGRIFLE") 301.9, 123.2 MHz prior to entry/exit and maintain communications with LONGRIFLE at all times while operating within Camp Pendleton airspace.
SCHEDULING DOCUMENT/ LEAD TIME	Message, FAX, LAN, RFMSS Remote two weeks prior to event.
APPLICABLE DIRECTIVES	MCB Camp Pendleton Base Order P3500.1 (series).
REMARKS/SPECIAL INSTRUCTIONS	<p>1. R-2503A/B are in effect 0600-2400 (local) seven days per week and other times by NOTAM. R-2503C is activated by NOTAM.</p> <p>2. Additional airspace including the San Onofre High/Low MOA's (High 4,000-8,000 feet MSL from I-5 east to R-2503B western boundary; Low 2,000-4,000 feet MSL from 3 NM offshore east to R-2503B western boundary) and Area Alpha (surface to 2,000 feet MSL speed waiver area for fixed wing between W-291 and R-2503A western boundary) are available upon request in support of large scale amphibious assault exercises.</p> <p>3. Scheduling request must contain airspace requested, impact area requested, IP's, number/type of aircraft, location of Forward Air Controller (FAC), Tactical Air Control Party (TACP), or FAC Airborne (FAC(A)), maximum altitude of FAC(A)/TAC(A), type and location of mark, type and amount of ordnance and location/number of requester air liaison officer.</p> <p>4. No fixed wing live/simulated close air support operations (CAS/SIMCAS) will be conducted without FAC, TACP or FAC(A)/TAC(A) control. All CAS shall be marked. The FAC, TACP or FAC(A)/TAC(A) shall establish/maintain communications with "LONGRIFLE" prior to and during the conduct of CAS/SIMCAS. No fixed wing FAC9A) authorized.</p>

1-107

5. Users must provide or make arrangements for FAC, TACP or FAC(A)/TAC(A) support and coordinate control frequencies with "LONGRIFLE".

6. Air-to-ground bombing shall be conducted when ceiling is 3,500 feet or better and visibility is three (3) miles or greater. Air-to-ground firing and bombing through an overcast are prohibited.

7. All fixed wing aircraft shall maintain 1,000-2,000 feet MSL while in R-2503A and 1,000 feet AGL or above while in R-2503B.

8. All Camp Pendleton users are expected to be familiar with Base Order P3500.1 (series) (Range Regulations). Aircrew not familiar with Camp Pendleton airspace/procedures must obtain a range safety briefing prior to conducting operations. Coordinate with Base Airspace Management at DSN 365-8183 for safety briefings.

**COMMON NAME: Camp Pendleton Amphibious Vehicle Training Area (CPAVA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°23'00"	117°35'30"
	33°12'00"	117°24'30"
	33°09'20"	117°28'30"
	33°20'00"	117°40'20"
	To point of origin.	
LCAC TRANSIT LANE	33°15'42"	117°26'20"
	33°12'48"	117°31'11"
	33°12'29"	117°30'47"
	33°15'17.5"	117°26'02"
	To point of origin.	
DESCRIPTION	Ocean area adjacent to shoreline.	
TYPE EXERCISE/ORDNANCE	Amphibious operations.	
FLOOR	Ocean bottom.	
CEILING	700 feet MSL (portion within R-2503A - 2,000 feet).	
RANGE RESOURCE MANAGERS	CG MCB Camp Pendleton.	
SCHEDULING ACTIVITY	CG MCB Camp Pendleton.	
COMMUNICATIONS	Aircraft entering R-2503A/B shall contact Camp Pendleton Range Control (LONGRIFLE) 301.9, 123.2 MHz prior to entry/exit.	
SCHEDULING DOCUMENT/LEAD TIME	Message, FAX, LAN, RFMSS Remote two weeks prior to event.	
APPLICABLE DIRECTIVES	MCB Camp Pendleton Base Order P-3500.1 (series).	
REMARKS/SPECIAL INSTRUCTIONS	<ol style="list-style-type: none"> <li>1. Upon cancellation of training or flights, notify MCB Scheduling so that airspace may be rescheduled or released to FAA.</li> <li>2. CPAVA airspace is non-exclusive and is transited by general aviation VFR traffic.</li> <li>3. Airspace above 1,200 feet (or portion within R-2503A above 2,000 feet) controlled by FAA.</li> <li>4. Ships using this area are responsible for scheduling with Camp Pendleton.</li> <li>5. ACU FIVE guards Channel 16 during</li> </ol>	

FACSFACSDINST 3120.1E

operations. LCAC tower frequency is 40.45  
MHz.

**COMMON NAME: Camp Pendleton San Onofre High/Low Military Operations Area (MOA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
High MOA	33°24'20"	117°35'51"
	33°27'13"	117°34'17"
	33°16'06"	117°20'51"
	33°14'39"	117°25'10"
	Then along I-5 to point of origin.	
Low MOA	33°22'30"	117°39'48"
	33°24'20"	117°35'51"
	33°27'13"	117°34'17"
	33°16'06"	117°20'51"
	33°13'20"	117°29'03"
	Then 3 NM from and parallel to the shoreline to point of origin.	
DESCRIPTION	High MOA - overlies the Low MOA from I-5 east to the western boundary of R-2503B. Low MOA - overlies R-2503A extending 3NM over the ocean.	
TYPE EXERCISE/ORDNANCE	Amphibious operations.	
FLOOR	High - 4,000 feet MSL. Low - 2,000 feet MSL.	
CEILING	High - Up to but not including 8,000 feet MSL. Low - Up to but not including 4,000 feet MSL.	
RANGE RESOURCE MANAGER	CG, MCB Camp Pendleton.	
SCHEDULING ACTIVITY	CG, MCB Camp Pendleton.	
COMMUNICATIONS	Aircraft entering the San Onofre High/Low MOAs must contact Camp Pendleton Range Control ("LONGRIFLE") 301.9, 123.2 MHz prior to exit/entry.	
SCHEDULING DOCUMENT/ LEAD TIME	Request activation of San Onofre High/Low MOAs via message, FAX, LAN, or RFMSS Remote no later than 45 days prior to intended activation period.	
APPLICABLE DIRECTIVES	MCB Camp Pendleton Base Order P3500.1 (series) (Range Regulations).	
REMARKS/SPECIAL INSTRUCTIONS	1. San Onofre High/Low MOAs can be activated no more than 20 days per year in support of major amphibious assault exercises.	

2. See Camp Pendleton R-2503A/B/C for Close Air Support (CAS) procedures.

**COMMON NAME: NAWCWPNS PT MUGU AREA NOTES**

TYPE EXERCISE/ORDNANCE	Jet-powered target flights, tactical missile flights, manned and unmanned aircraft flights, bomb drops, ASW weapons firings, gun firings.
USAGE LIMITATIONS	<p>1. Information regarding surface restricted areas or surface danger zones lying within the warning areas listed in this chapter is contained in the Coast Guard, Long Beach local NOTEMAR.</p> <p>2. The release or firing of any type of ordnance from an aircraft or ship will be in accordance with the applicable NAWCWPNS Range Safety Approval/Range Safety Operational Plan and must be coordinated through the NAWCWPNS Fleet Program Manager.</p>
SCHEDULING AUTHORITY	NAWCWPNS Pt Mugu.
MAJOR USER	Department of Defense RDT&E, Fleet exercises and ballistic missile and satellite launches as well as other approved agencies in accordance with established priorities.
COMMUNICATIONS	NAWCWPNS Range Surveillance Center, voice call sign "PLEAD CONTROL", Frequencies 280.7 MHz/127.55 MHz/5081.5 (5080) KHz/3238.5 KHz.
SCHEDULING DOCUMENT/ LEAD TIME	<p>1. Fleet units requiring airspace and/or sea surface scheduling only, send a routine message to NAVAIRWARCENWPNDIVPTMUGUCA//52911GE// prior to noon of the Tuesday preceding the week of intended activity. If this deadline cannot be met, send priority or immediate message or telephone the Test Scheduling Office during normal working hours (Operations Duty Office outside normal working hours). NAWCWPNS will respond with assigned operations number, areas, altitudes and times scheduled no later than the Thursday prior to the week of requested operations.</p> <p>2. Fleet units requiring NAWCWPNS services other than air/sea space, act in accordance with COMTHIRDFLTINST C3500.5 (series).</p> <p>3. Scheduling request from CV units intending to conduct air operations while transiting the NAWCWPNS Pt Mugu OPAREAs are subject to the following:</p>



	<p>a. The majority of NAWCWPNS Pt Mugu operations are scheduled in W-289, CV operations requested for W-532 will result in less disruption to NAWCWPNS operations and a higher probability of being scheduled as requested.</p> <p>b. Scheduling requests should include only actual airspace and time-frames required, co-use airspace is not scheduled. Most CV air operations will be scheduled on a not-to-interfere basis with NAWCWPNS test operations.</p> <p>c. After NAWCWPNS scheduled operations are completed each day, all airspace (5,500 feet and above) is released to Los Angeles ARTCC. During these periods, use of airspace under the cognizance of Los Angeles ARTCC or Oakland ARTCC (northern portions of W-532) shall be coordinated via "BEAVER".</p>
	<p>4. NAWCWPNS does not schedule co-use airspace. Non-firing operations/flights are assigned an altitude block, with a minimum of 2,000 feet separation.</p>
OVERLAPPING, INCLUDED/ ADJACENT AREAS,	<p>W-289 overlies a portion of W-412, a surface restricted area surrounding and extending 3 NM seaward of San Nicolas Island. W-289 joins W-537/Control Area Extension 1176.</p>
APPLICABLE DIRECTIVES	<p>1. COMTHIRDFLTINST C3500.5 (series).</p> <p>2. See Range User's Handbook (FACSFACSDINST 1500.1).</p>
REMARKS/SPECIAL INSTRUCTIONS	<p>1. All surface vessels and aircraft will check-in with "PLEAD CONTROL" prior to entry into NAWCWPNS Pt Mugu OPAREAs.</p> <p>2. NAWCWPNS Pt Mugu OPAREAs are heavily scheduled for high priority DOD weapons development testing and major fleet exercises.</p> <p>3. Transit Procedures:</p> <p>a. Prior permission to transit may be obtained by message request or by telephone from the Test Scheduling Office. Transit requests shall include latitude and longitude of/and ETA at entry and departure points.</p>

b. Transit requests from vessels underway or aircraft in flight may be made by radio voice call to "PLEAD CONTROL" on Primary 5081.5 KHz (5080 KHz)/Secondary 3238.5 KHz (3237 KHz) or Primary 280.7 MHz/Secondary 127.55 MHz. Radio contact with "PLEAD CONTROL" on these or other assigned frequencies must be maintained at all times.

c. In the interest of assuring clearance from areas containing hazardous operations, "PLEAD CONTROL" may issue course changes or reroutes to units in transit at any time.

**COMMON NAME: Warning Area 289 (W-289)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°05'55"	119°12'30"
	Then 3 NM from and parallel to the shoreline to	
	34°02'15"	119°04'20"
	33°52'03"	119°06'59"
	32°56'30"	119°07'00"
	32°50'00"	119°17'30"
	32°14'00"	121°42'30"
	33°15'00"	122°19'20"
	34°05'45"	120°30'00"
	34°00'00"	120°30'00"
	34°00'00"	119°37'40"
	To point of origin, excluding that portion which would coincide with R-2535A/B and W-412 below 3K.	
DESCRIPTION	Approximately 14,000 square miles, lying west-south-west of Pt Mugu, CA.	
FLOOR	Surface.	
CEILING	Unlimited.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Sub-Areas within Warning Area 289**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
W1	34°02'15"	119°04'20"
	33°54'00"	119°06'30"
	34°03'15"	119°04'30"
	34°05'30"	119°13'00"
	Thence, 3 NM from and parallel to the shoreline to the point of origin.	
FLOOR	Surface	
CEILING	Unlimited.	
W2	33°58'15"	119°43'45"
	34°03'15"	119°04'30"
	33°54'00"	119°06'30"
	33°52'00"	119°07'00"
	33°39'30"	119°07'00"
	To point of origin.	
FLOOR	9,000 feet	
CEILING	Unlimited	
3A	33°30'00"	119°41'15"
	33°45'00"	119°17'40"
	33°39'30"	119°07'00"
	33°28'30"	119°07'00"
	33°15'00"	119°25'00"
	To point of origin.	
FLOOR	Surface	
CEILING	Unlimited	
3B	33°58'15"	119°43'45"
	34°03'15"	119°04'30"
	33°54'00"	119°06'30"
	33°52'00"	119°07'00"
	33°39'30"	119°07'00"
	To point of origin	
FLOOR	Surface	
CEILING	8,000 feet	
3C	33°56'00"	119°42'00"
	33°56'00"	119°36'00"
	33°51'00"	119°36'00"
	33°51'00"	119°42'00"

	To point of origin.	
FLOOR	Surface	
CEILING	Unlimited	
3D	33°53'20"	120°05'15"
	33°58'30"	119°42'00"
	33°45'00"	119°17'40"
	33°30'00"	119°41'15"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
3E	34°00'00"	120°16'00"
	34°00'00"	119°40'00"
	33°59'00"	119°40'00"
	33°53'00"	120°07'00"
	33°49'00"	120°16'00"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
3F	34°00'00"	120°30'00"
	34°00'00"	120°16'00"
	33°49'00"	120°16'00"
	33°49'00"	120°30'00"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
4A	33°22'30"	120°13'15"
	33°30'00"	119°41'15"
	33°15'00"	119°25'00"
	32°48'00"	119°25'00"
	32°42'30"	119°47'20"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
4B	33°49'00"	120°30'00"
	33°49'00"	120°16'00"
	33°53'00"	120°07'00"
	33°53'20"	120°05'15"
	33°30'00"	119°41'15"

	33°22'30"	120°13'15"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
5A	33°11'00"	120°46'00"
	33°22'30"	120°13'15"
	32°42'30"	119°47'20"
	32°34'00"	120°21'30"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
5B	33°47'15"	121°10'00"
	34°06'00"	120°30'00"
	33°49'00"	120°30'00"
	33°22'30"	120°13'15"
	33°11'00"	120°46'00"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
5C	34°41'15"	121°45'45"
	34°47'15"	121°35'15"
	34°56'30"	121°14'30"
	34°50'00"	121°10'00"
	34°42'00"	121°03'45"
	34°19'00"	120°45'00"
	34°07'45"	121°23'45"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
5D	35°18'45"	122°10'30"
	35°33'30"	121°39'15"
	34°56'30"	121°14'30"
	34°47'15"	121°35'15"
	34°41'15"	121°45'45"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
6A	32° 59' 15"	121° 19' 30"

	33° 11' 00"	120° 46' 00"
	32° 34' 00"	120° 21' 30"
	32° 25' 20"	120° 57' 00"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
6B	33°32'30"	121°41'45"
	33°47'15"	121°10'00"
	33°11'00"	120°46'00"
	32°59'15"	121°19'30"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
6C	34°24'00"	122°16'30"
	34°41'15"	121°45'45"
	34°07'45"	121°23'45"
	33°57'40"	121°58'30"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
6D	35°03'45"	122°42'30"
	35°18'45"	122°10'30"
	34°41'15"	121°45'45"
	34°24'00"	122°16'30"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
7A	32°44'30"	122°01'00"
	32°59'15"	121°19'30"
	32°25'20"	120°57'00"
	32°14'00"	121°43'00"
	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
7B	33°15'00"	122°19'00"
	33°32'30"	121°41'45"
	32°59'15"	121°19'30"
	32°44'30"	122°01'00"

	To point of origin	
FLOOR	Surface	
CEILING	Unlimited	
7C	34°05'00"	122°50'30"
	34°24'00"	122°16'30"
	33°57'40"	121°58'30"
	33°46'00"	122°38'25"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
7D	35°12'30"	123°33'30"
	35°28'30"	123°00'00"
	34°24'00"	122°16'30"
	34°05'00"	122°50'30"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
8A	35°33'30"	121°39'15"
	35°37'10"	121°31'35"
	35°05'30"	120°54'30"
	34°56'30"	121°14'30"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
M1	34°56'30"	121°14'30"
	35°05'30"	120°54'30"
	34°56'30"	120°43'30"
	Thence 3 NM from and parallel to the shoreline to	
	34°42'00"	120°40'00"
	34°42'00"	121°03'45"
	34°50'00"	121°10'00"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
M2	34°42'00"	121°03'45"
	34°42'00"	120°40'00"
	Thence 3 NM from and parallel to the shoreline to	



	34°23'15"	120°30'00"
	34°19'00"	120°45'00"
	To point of origin	
FLOOR	Surface.	
CEILING	Unlimited.	
M5	33°15'00"N	119°25'00"W
	33°28'30"N	119°07'00"W
	32°57'00"N	119°07'00"W
	32°50'00"N	119°18'00"W
	32°48'00"N	119°25'00"W
FLOOR	Surface.	
CEILING	Unlimited.	

**COMMON NAME: Warning Area 289 NORTH (W-289N)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°06'45"	120°30'00"
	34°08'00"	120°25'40"
	34°08'00"	120°10'45"
	34°00'00"	120°16'00"
	34°00'00"	120°30'00"
	To point of origin.	
DESCRIPTION	Approximately 100 square miles, lying 60 NM due west of Pt Mugu, encompassing San Miguel Island.	
FLOOR	Surface.	
CEILING	FL240.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 290 (W-290)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°28'30"	119°07'00"
	33°28'30"	119°04'00"
	33°27'20"	119°01'40"
	33°28'30"	119°00'10"
	33°28'30"	118°37'00"
	33°19'30"	118°37'00"
	32°57'00"	119°07'00"
	To point of origin.	
DESCRIPTION	W-290 encompasses approximately 600 square miles. It adjoins the eastern boundary of W-289 and lies immediately west of Santa Catalina Island.	
FLOOR	Surface.	
CEILING	FL800.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 412 (W-412)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°08'00"	119°40'00"
	33°59'15"	119°40'00"
	33°53'00"	120°07'00"
	33°49'00"	120°16'00"
	34°00'00"	120°16'00"
	34°08'00"	120°10'45"
	To point of origin.	
DESCRIPTION	W-412 lies due west of Pt Mugu. Approximately 350 square miles encompassing Santa Rosa and a portion of Santa Cruz Islands. W-412 underlies a portion of W-289.	
FLOOR	Surface.	
CEILING	3,000 feet.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 532 (W-532)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	35°37'10"	121°31'35"
	34°56'30"	120°43'30"
	Then 3 NM from and parallel to the shoreline to	
	34°23'15"	120°30'00"
	33°46'00"	122°38'25"
	35°12'30"	123°33'30"
	35°28'30"	123°00'00"
	35°03'45"	122°42'30"
	To point of origin.	
DESCRIPTION	Encompasses approximately 10,000 square miles forming the northern portion of the NAWCWPNS Pt Mugu.	
FLOOR	Surface.	
CEILING	Unlimited.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 537 (W-537)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°23'15"	120°30'00"
	34°06'00"	120°30'00"
	33°13'00"	122°23'30"
	33°44'30"	122°44'15"
	To point of origin.	
DESCRIPTION	<p>This dual designated area only becomes a warning area (W-537) upon issuance of a NOTAM by NAWCWPNS Pt Mugu. Otherwise, this airspace coincides with the major air corridor, Control Area Extension 1176, extending from 120°30'00"W westward to the Oakland Flight Information Region. W-537 is located in the central portion of NAWCWPNS Pt Mugu OPAREAs encompassing approximately 2,500 square miles.</p>	
FLOOR	Surface.	
CEILING	Unlimited.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 60 (W-60)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°50'00"	119°18'00"
	32°10'45"	120°16'13"
	32°31'50"	120°30'40"
	To point of origin.	
DESCRIPTION	Eastern portion of that area lying between W-289 and Control Area Extension 1177, encompassing approximately 750 square miles.	
FLOOR	Surface.	
CEILING	Unlimited.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 61 (W-61)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32°31'50"	120°30'40"
	32°10'45"	120°16'15"
	31°54'00"	121°34'30"
	32°14'00"	121°43'00"
	To point of origin.	
DESCRIPTION	Western portion of the airspace lying south of W-289 and north of Control Area Extension 1177. NAWCWPNS area W-61 encompasses approximately 1,400 square miles.	
FLOOR	Surface.	
CEILING	Unlimited.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	



**COMMON NAME: MIKE-5**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°28'30"	119°07'00"
	33°15'00"	119°25'00"
	32°48'15"	119°25'00"
	32°50'00"	119°17'30"
	32°57'00"	119°07'00"
	To point of origin.	
 DESCRIPTION	<p>Approximately 400 square miles within W-289. Its eastern boundary is coincident with the western boundary of W-290. As a convenient air reference, the northern boundary of MIKE-5 is approximately a line from Santa Barbara Island to the eastern tip of San Nicolas Island; its western boundary is a line running due south 165° magnetic from the eastern tip of San Nicolas Island; its southern boundary lies approximately along the northern boundary of Control Area Extension 1177.</p>	
 FLOOR	<p>ACM exercises above 7,000 feet; other operations, floor is surface.</p>	
 CEILING	<p>Unlimited.</p>	
 REMARKS/SPECIAL INSTRUCTIONS	<p>See NAWCWPNS Pt Mugu Area Notes.</p>	

**COMMON NAME: Restricted Area 2519 (R-2519)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°07'15"	119°07'40"
	34°06'55"	119°06'00"
	34°04'15"	119°03'40"
	34°02'15"	119°04' 20"
	Then 3 NM from and parallel to the shoreline to	
	34°05'30"	119°13'00"
	34°05'55"	119°11'15"
	34°07'08"	119°09'32"
	To point of origin.	
DESCRIPTION	Encompasses 18 square miles overlying a portion of the Pt Mugu complex and extends 3 NM to sea.	
FLOOR	Surface.	
CEILING	Unlimited.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Restricted Area 2535A/B (R-2535A/B)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
R-2535 A	33°20'00"	119°31'00"
	33°18'00"	119°26'00"
	33°10'00"	119°31'00"
	33°12'00"	119°36'00"
	33°14'00"	119°38'00"
	33°17'00"	119°38'00"
	33°19'00"	119°37'00"
	To point of origin.	
R-2535 B	33°18'00"	119°26'00"
	33°18'00"	119°25'00"
	33°14'00"	119°22'00"
	33°10'00"	119°24'00"
	33°10'00"	119°30'00"
	33°10'00"	119°31'00"
	To point of origin.	
FLOOR	Surface.	
CEILING	To 100,000 feet MSL.	
USAGE LIMITATIONS	0600-2200 (local) Monday-Friday, other times by NOTAM.	
REMARKS/SPECIAL INSTRUCTIONS	See NAWCWPNS PT Mugu Area Notes.	

**COMMON NAME: Warning Area 260 (W-260) San Francisco**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	39°00'00"	124°00'00"
	38°51'00"	124°00'00"
	38°21'30"	123°26'10"
	38°07'00"	123°15'14"
	38°02'00"	123°17'50"
	37°50'00"	124°24'34"
	38°05'30"	125°22'04"
	38°52'00"	125°52'34"
	To point of origin.	
DESCRIPTION	Open ocean.	
TYPE EXERCISE/ORDNANCE	All-weather flight training, air intercepts, surface operations, bombing, rocket and aerial gunnery exercises.	
FLOOR	Surface.	
CEILING	FL600.	
USAGE LIMITATIONS	No ordnance firing or pyrotechnics expended within eight miles of Cordell Bank, located 38°01'00"N/123°25'00"W.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
COMMUNICATIONS	Refer to section 1.11.3.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days prior.	
REMARKS/SPECIAL INSTRUCTIONS	When not in use, this area is released to Oakland ARTCC.	

**COMMON NAME: Air Refueling Anchor 621 (AR-621)**

LOCATION/BOUNDARIES	FROM PT. REYES LATITUDE NORTH	LONGITUDE WEST	VORTAC (PYE)
	38°16'00"	123°32'00"	273/34
	38°23'00"	123°56'00"	273/54
	38°39'00"	124°56'00"	273/104
	38°20'00"	125°04'00"	262/106
	38°04'00"	124°04'00"	252/58
DESCRIPTION	Tanker entry points:		
	38°50'00"	123°32'00"	273/34
	38°50'00"	124°45'00"	280/100
	38°10'00"	125°00'00"	256/102
	Tanker/receiver exit point:		
	37°58'00"	123°44'30"	244/42
	38°44'30"	125°17'00"	273/121
	38°04'00"	124°04'00"	252/58
TYPE EXERCISE/ORDNANCE	Air refueling.		
FLOOR	FL190 or as coordinated.		
CEILING	FL250 or as		
SCHEDULING ACTIVITY	FACSFAC San Diego.		
COMMUNICATIONS	Refer to section 1.11.3.		
SCHEDULING DOCUMENT/ LEAD TIME	Message or phone call fourteen working days prior.		

**COMMON NAME: Warning Area 513 (W-513) San Francisco**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	38°02'00"	123°17'50"
	37°56'00"	123°17'50"
	37°46'25"	123°10'00"
	37°43'00"	124°00'04"
	37°50'00"	124°24'34"
	38°00'00"	123°23'04"
	To point of origin.	
DESCRIPTION	Open ocean.	
TYPE EXERCISE/ ORDNANCE	Flight training, air intercepts, surface operations, inert ordnance only.	
FLOOR	Ocean bottom.	
CEILING	FL600.	
USAGE LIMITATIONS	<p>1. Times of use: 1300Z to 0500Z, Mon-Fri, other times by NOTAM. Time will be 1400Z to 0600Z during daylight savings time.</p> <p>2. All units shall maintain at least 3,000 feet when overflying Noonday Rock or the Farallon Wildlife Refuge, conditions permitting.</p> <p>3. No ordnance or pyrotechnics are authorized within three miles of Noonday Rock (37°49'00"N/123°13'00"W).</p>	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days prior.	
REMARKS/SPECIAL/ INSTRUCTIONS	When not in use, this area is released to Oakland ARTCC.	

**COMMON NAME: Warning Area 283 (W-283) San Francisco**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	36°52'00"	123°10'04"
	36°20'00"	124°19'04"
	35°13'00"	123°34'04"
	35°29'00"	123°00'04"
	35°04'00"	122°43'04"
	35°20'55"	122°06'59"
	To point of origin.	
DESCRIPTION	Open ocean.	
TYPE EXERCISE/ORDNANCE	Flight training, air refueling, air combat maneuvering, air intercepts, surface operations, rocket and gunnery exercises.	
FLOOR	Ocean bottom.	
CEILING	FL600.	
USAGE LIMITATIONS	Times of use: 1300Z to 0500Z, Mon-Fri, other times by NOTAM. Time will change to 1400Z to 0600Z during daylight savings time.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days prior.	
REMARKS/SPECIAL INSTRUCTIONS	When not in use, this area is released to Oakland ARTCC.	

**COMMON NAME: Air Refueling Anchor 634 (AR-634)**

LOCATION/BOUNDARIES	FROM VORTACS: SALINAS(SNS), PANOCHE(PXN), BIG SUR																																							
	<table border="0"> <tr> <td>LATITUDE NORTH</td> <td>LONGITUDE</td> <td>WEST TACS</td> </tr> <tr> <td>36°46'00"</td> <td>123°12'00"</td> <td>259/76(SNS)</td> </tr> <tr> <td>36°29'00"</td> <td>123°00'00"</td> <td>245/69(SNS)</td> </tr> <tr> <td>36°07'00"</td> <td>123°48'00"</td> <td>241/150(PXN)</td> </tr> <tr> <td>36°24'00"</td> <td>123°59'00"</td> <td>246/115(SNS)</td> </tr> <tr> <td colspan="3">Entry points;</td> </tr> <tr> <td>36°51'00"</td> <td>122°40'00"</td> <td>267/52(SNS)</td> </tr> <tr> <td>35°59'00"</td> <td>122°06'00"</td> <td>228/25(BSR)</td> </tr> <tr> <td>35°27'00"</td> <td>121°30'00"</td> <td>187/83(PXN)</td> </tr> <tr> <td colspan="3">Exit points;</td> </tr> <tr> <td>36°51'00"</td> <td>122°40'00"</td> <td>267/52(SNS)</td> </tr> <tr> <td>35°59'00"</td> <td>122°06'00"</td> <td>228/25(BSR)</td> </tr> <tr> <td>35°27'00"</td> <td>121°30'00"</td> <td>187/83(PXN)</td> </tr> </table>	LATITUDE NORTH	LONGITUDE	WEST TACS	36°46'00"	123°12'00"	259/76(SNS)	36°29'00"	123°00'00"	245/69(SNS)	36°07'00"	123°48'00"	241/150(PXN)	36°24'00"	123°59'00"	246/115(SNS)	Entry points;			36°51'00"	122°40'00"	267/52(SNS)	35°59'00"	122°06'00"	228/25(BSR)	35°27'00"	121°30'00"	187/83(PXN)	Exit points;			36°51'00"	122°40'00"	267/52(SNS)	35°59'00"	122°06'00"	228/25(BSR)	35°27'00"	121°30'00"	187/83(PXN)
LATITUDE NORTH	LONGITUDE	WEST TACS																																						
36°46'00"	123°12'00"	259/76(SNS)																																						
36°29'00"	123°00'00"	245/69(SNS)																																						
36°07'00"	123°48'00"	241/150(PXN)																																						
36°24'00"	123°59'00"	246/115(SNS)																																						
Entry points;																																								
36°51'00"	122°40'00"	267/52(SNS)																																						
35°59'00"	122°06'00"	228/25(BSR)																																						
35°27'00"	121°30'00"	187/83(PXN)																																						
Exit points;																																								
36°51'00"	122°40'00"	267/52(SNS)																																						
35°59'00"	122°06'00"	228/25(BSR)																																						
35°27'00"	121°30'00"	187/83(PXN)																																						
TYPE EXERCISE/ORDNANCE	Air refueling.																																							
FLOOR	FL180 or as coordinated.																																							
CEILING	FL310 or as coordinated.																																							
SCHEDULING ACTIVITY	FACSFAC San Diego.																																							
COMMUNICATIONS	Refer to section 1.11.3.																																							
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working days prior.																																							



**COMMON NAME: Warning Area 285 (W-285A/W-285B) San Francisco**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
W-285A	37°05'00"	122°43'04"
	35°58'00"	121°57'04"
	35°37'00"	121°32'04"
	35°20'55"	122°06'59"
	36°52'00"	123°10'04"
	To point of origin.	
W-285B	37°05'00"	122°43'04"
	35°58'00"	121°57'04"
	35°37'00"	121°32'04"
	36°11'00"	122°23'34"
	36°59'00"	122°55'49"
	To point of origin.	
DESCRIPTION	Open ocean.	
TYPE EXERCISE/ORDNANCE	Flight training, air intercepts, USW training, surface operations.	
FLOOR	W-285A-Ocean bottom (except surface to but not including 8,000 feet MSL below W-285B. W-285B 8,000 feet MSL.	
CEILING	FL450.	
USAGE LIMITATION	Times of use: 1300Z to 0500Z, Mon-Fri, other times by NOTAM. Time will be 1400Z to 0600Z during daylight savings time.	
SCHEDULING ACTIVITY	FACSFAC San Diego.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call fourteen working fourteen working days prior.	
REMARKS/SPECIAL INSTRUCTIONS	When not in use, this area is released to Oakland ARTCC.	

**COMMON NAME: ABEL MOA/ATCAA**

LOCATION/BOUNDARIES	Salton Sea, California, excluding R-2507 and R-2512.	
	LATITUDE NORTH	LONGITUDE WEST
ABEL NORTH	33°32'40"	115°33'50"
	33°31'00"	115°04'00"
	33°15'30"	114°55'30"
	33°08'45"	114°56'40"
	33°01'00"	115°06'00"
	33°21'30"	115°32'55"
	33°23'40"	115°33'20"
	33°28'30"	115°42'10"
	To point of origin.	
ABEL SOUTH	33°21'30"	115°32'55"
	33°01'00"	115°06'00"
	32°57'00"	115°10'50"
	32°56'30"	115°27'00"
	To point of origin.	
ABEL BRAVO	32°56'30"	115°27'00"
	32°57'00"	115°10'50"
	32°51'00"	115°05'30"
	32°51'00"	115°26'00"
	To point of origin.	
DESCRIPTION	MOA/ATCAA is designated for military training activities. MOA exists below and ATCAA exists in class "A" airspace (FL180).	
TYPE EXERCISE/ORDNANCE	ACM, air intercepts, all-weather flight training and tactical air maneuvers. No ordnance authorized.	
FLOOR	7,000 feet MSL (IMPERIAL Altimeter).	
CEILING	FL400.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.	
COMMUNICATIONS	Aircraft must contact Yuma Range Control on 274.0 MHz or 124.15 MHz.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call, 48 hours minimum. Normal lead-time to avoid conflicts is 30 to 90 days.	
APPLICABLE DIRECTIVES	Letter of Agreement between Los Angeles	

ARTCC, CO, MCAS Yuma, and CO, FACSFAC San Diego.

REMARKS/SPECIAL  
INSTRUCTIONS

1. If flight is canceled, notify MCAS Yuma Range Scheduling so that airspace may be rescheduled.

2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.

**COMMON NAME: DOME MOA/ATCAA**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	32° 39' 40"	114° 45' 20"
	32° 39' 40"	114° 28' 30"
	32° 35' 00"	114° 28' 30"
	32° 35' 00"	114° 31' 00"
	32° 30' 00"	114° 31' 00"
	32° 30' 00"	114° 28' 30"
	32° 23' 45"	114° 28' 30"
	Then along U.S./Mexican border to point of origin.	
DESCRIPTION	Airspace designed for military training activities. MOA is below Class Alpha airspace, ATCAA is in Class A airspace.	
TYPE EXERCISE/ORDNANCE	ACM, tactical air maneuvers, all-weather flight training and air refueling. No ordnance authorized.	
FLOOR	6,000 feet MSL.	
CEILING	FL800.	
USAGE LIMITATIONS	Continuous.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.	
COMMUNICATIONS	Aircraft must contact Yuma Range Control on 274.0 MHz or 124.15 MHz prior to entering and exiting airspace.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call 48 hours minimum. Normal lead-time to avoid conflicts is 30 to 90 days.	
APPLICABLE DIRECTIVES	Letter of Agreement between Los Angeles ARTCC, CO, MCAS Yuma, and CO, FACSFAC San Diego.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. If flight is canceled, notify MCAS Yuma Range Scheduling so that airspace may be rescheduled.</p> <p>2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.</p>	

**COMMON NAME: Hunter MOA/ATCAA LOW/HIGH**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	35°58'30"	121°26'20"
	36°03'30"	121°06'40"
	35°35'30"	120°39'00"
	35°29'00"	120°58'30"
	35°40'50"	121°16'50"
	To point of origin.	
Low A	36°07'00"	121°30'00"
	36°07'00"	121°11'00"
	36°03'30"	121°06'40"
	35°39'40"	120°43'20"
	35°45'00"	121°12'00"
	35°41'40"	121°15'30"
	To point of origin (excluding R-2513).	
Low B	35°39'40"	120°43'20"
	35°33'50"	120°44'40"
	35°29'00"	120°58'30"
	35°43'38"	121°04'35"
	To point of origin.	
Low C	35°45'00"	121°12'00"
	35°43'38"	121°04'35"
	35°29'00"	120°58'30"
	35°41'40"	121°15'30"
	To point of origin.	
Low D	36°07'00"	121°41'00"
	36°07'00"	121°30'00"
	35°41'40"	121°15'30"
	35°39'00"	121°20'00"
	Thence northward 3 NM offshore to point of origin.	
Low E	35°39'00"	121°20'00"
	35°41'40"	121°15'30"
	35°29'00"	120°58'30"
	35°26'20"	121°03'20"
	Thence northward 3 NM offshore to point of origin.	
High	36°07'00"	121°30'00"
	36°07'00"	121°11'00"
	36°03'30"	121°06'40"
	35°39'40"	120°43'20"
	35°33'50"	120°44'40"

	35°29'00"	120°58'30"
	35°26' 20"	121°03'20"
	Thence northward 3 NM offshore to	
	36°07' 00"	121°41'00"
	To point of origin.	
DESCRIPTION	The MOA is designated for military training activities. Non-participating IFR traffic is provided separation from operations within the area by Oakland ARTCC. Non-participating VFR traffic is urged to exercise extreme caution if it is necessary to transit the area while training activity is being conducted.	
TYPE EXERCISE/ORDNANCE	ACM, no ordnance is authorized.	
FLOOR	Hunter: 11,000 feet MSL. Hunter Low A: 200 Feet AGL. B: 2,000 Feet AGL. C: 3,000 Feet AGL. D: 1,500 Feet AGL. E: 1,500 Feet AGL. Hunter High: FL180.	
CEILING	Hunter: FL180. Hunter Low A: Up to but not including 11,000 MSL. B: Up to but not including 11,000 MSL. C: Up to but not including 11,000 MSL. D: 6,000 MSL. E: 3,000 MSL. Hunter High: FL230.	
SCHEDULING ACTIVITY	COMSTKFIGHTWINGPAC LEMOORE CA//N30// (OPS Code 32).	
COMMUNICATIONS	1. Aircraft operating in Hunter MOA shall monitor ARTCC/tactical frequency as directed.  2. Aircraft departing IFR shall obtain ATC clearance from Oakland ARTCC prior to departing the MOA. Aircraft electing to depart VFR shall notify Oakland ARTCC prior to departing the MOA.	
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call to COMSTKRIGHTWINGPAC minimum of three hours in advance of usage. ATC clearance by Oakland ARTCC required prior to entering the MOA.	
APPLICABLE DIRECTIVES	Letter of Agreement between Oakland ARTCC and COMSTKFIGHTWINGPAC. COMSTKFIGHTWINGPACINST 3710.5 (series).	

REMARKS/SPECIAL

1. MARSAs apply within the INSTRUCTIONS MOA/ATCAA.
2. Aircraft operating in the MOA shall squawk assigned transponder code.
3. If flight is canceled, advise COMSTKFIGHTWINGPAC so that airspace may be rescheduled or released to FAA.
4. ATC clearance to operate in Hunter MOA does not constitute authority to operate in Restricted Areas. It is the aircrew's responsibility to obtain clearance to enter Restricted Areas.
5. MOA is depicted on FLIP Enroute Low Altitude-U.S. Chart L-2 and San Francisco Sectional Aeronautical Chart.

**COMMON NAME: IMPERIAL ATCAA**

LOCATION/BOUNDARIES	Blythe, California.
	LATITUDE NORTH      LONGITUDE WEST
IMPERIAL NORTH	33°31'00"      115°04'00"
	33°28'00"      114°28'00"
	33°23'00"      114°35'00"
	33°21'00"      114°35'00"
	33°23'00"      115°00'00"
	To point of origin.
IMPERIAL SOUTH	33°23'00"    115°00'00"
	33°21'00"    114°35'00"
	33°03'00"    114°34'00"
	33°03'00"    114°30'00"
	32°58'00"    114°30'00"
	32°57'00"    115°10'50"
	33°08'45"    114°56'40"
	33°15'30"    114°55'30"
	To point of origin.
DESCRIPTION	ATCAA is designated for military training activities in Class Alpha airspace.
TYPE EXERCISE/ORDNANCE	ACM, air intercepts, all-weather flight training and tactical air maneuvers. No ordnance authorized.
FLOOR	FL190.
CEILING	FL400.
USAGE LIMITATIONS	NO ORDNANCE.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma (ATC).
COMMUNICATIONS	Aircraft must contact Yuma Range Control on 274.0 MHz or 124.15 MHz.
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call 48 hours minimum. Normal lead-time to avoid conflicts is 30 to 90 days.
APPLICABLE DIRECTIVES	Letter of Agreement between Los Angeles ARTCC, CO, MCAS Yuma, and CO, FACSFAC San Diego.
REMARKS/SPECIAL INSTRUCTIONS	1. If flight is canceled, notify MCAS Yuma Range Scheduling so that airspace may be



rescheduled.

2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.

**COMMON NAME: KANE East-West-South MOA/ATCAA**

LOCATION/BOUNDARIES	Salton Sea, California, excluding R-2510.	
	LATITUDE NORTH	LONGITUDE WEST
KANE EAST	33°28'30"	115°42'13"
	33°23'00"	115°51'3"
	33°07'00"	115°51'03"
	32°56'00"	115°40'03"
	32°56'30"	115°27'03"
	33°23'40"	115°33'23"
	To point of origin.	
KANE WEST	33°28'30"	115°42'13"
	33°23'00"	115°51'03"
	33°07'00"	115°51'03"
	32°56'00"	115°40'03"
	32°53'45"	115°40'18"
	Counterclockwise along the arc of a 5 mile radius circle centered at	
	32°49'20"	115°40'17"
	32°50'28"	115°45'13"
	32°50'00"	116°01'03"
	32°57'00"	116°10'03"
	33°18'00"	116°10'03"
	33°28'30"	115°51'33"
	To point of origin.	
KANE SOUTH	32°56'00"	115°40'03"
	32°56'30"	115°27'03"
	32°51'00"	115°26'03"
	32°50'28"	115°45'13"
	Then clockwise long the arc of a 5 mile radius circle centered at	
	32°49'20"	115°40'18"
	32°53'45"	115°40'18"
	To point of origin.	
DESCRIPTION	MOA/ATCAA is designated for military training activities. MOA exists below and ATCAA exists in class "A" airspace (FL180).	
TYPE EXERCISES/ORDNANCE	ACM, tactical air maneuvers, air intercepts, all-weather flight training, and formation flying. No ordnance authorized.	
FLOOR	10,000 feet MSL (IMPERIAL altimeter).	
CEILING	KANE EAST - FL400. KANE WEST - 15,000 feet MSL.	

	KANE SOUTH - 18,000 feet MSL.
USAGE LIMITATIONS	NO ORDNANCE.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma (ATC).
COMMUNICATIONS	Aircraft must contact YUMA Range Control on 274.0 MHz or 124.15 MHz.
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call, 48 hours minimum. Normal lead-time to avoid conflicts is 30 to 90 days.
APPLICABLE DIRECTIVES	Letter of Agreement between Los Angeles ARTCC, CO, MCAS Yuma, and CO, FACSFAC San Diego.
REMARKS/SPECIAL INSTRUCTIONS	<p>1. If flight is canceled, notify MCAS Yuma Range Scheduling so that airspace may be rescheduled.</p> <p>2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.</p>

**COMMON NAME: QUAIL MOA/ATCAA**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°55'00"	115°00'00"
	34°12'00"	114°00'00"
	33°38'00"	114°00'00"
	33°44'00"	114°30'00"
	33°44'00"	114°00'00"
	To point of origin.	
DESCRIPTION	MOA/ATCAA is designated for military training activities. MOA exists below and ATCAA exists in class "A" airspace (FL180).	
TYPE EXERCISE/ORDNANCE	ACM, tactical air maneuvers, air intercepts, all-weather flight training. No ordnance authorized.	
FLOOR	10,000 feet MSL.	
CEILING	FL220.	
USAGE LIMITATIONS	1300-0000Z, Monday-Friday. Other times by NOTAM/Los Angeles Center/FSS.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS Yuma (ATC).	
COMMUNICATIONS	As assigned.	
SCHEDULING DOCUMENT/ LEAD TIME	Message, 24 hours minimum. Real-time scheduling (maximum 48 hours/minimum four hours), telephone MCAS Yuma Range Scheduling. Normal lead-time to avoid conflicts is 30 to 90 days.	
APPLICABLE DIRECTIVES	Letter of Agreement between Los Angeles ARTCC, CO, MCAS Yuma, and CO, FACSFAC San Diego.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. If flight is canceled, notify MCAS Yuma MCAS Yuma Range Scheduling so that airspace may be rescheduled.</p> <p>2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.</p>	

**COMMON NAME: TURTLE MOA/ATCAA**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	34°42'00"	115°16'00"
	34°40'00"	114°00'00"
	34°23'00"	114°00'00"
	34°14'00"	114°30'00"
	34°14'00"	115°30'00"
	34°19'00"	115°25'00"
	To point of origin.	
DESCRIPTION	MOA/ATCAA is designated for military training activities. MOA exists below and ATCAA exists in class "A" airspace (FL180).	
TYPE EXERCISES/ORDNANCE	ACM, tactical air maneuvers, all-weather flight training, and air refueling. No ordnance authorized.	
FLOOR	11,000 feet MSL.	
CEILING	FL220.	
USAGE LIMITATIONS	1300-2300Z, Monday through Friday. Other times by NOTAM/Los Angeles ARTCC/FSS.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.	
COMMUNICATIONS	As assigned.	
SCHEDULING DOCUMENT/ LEAD TIME	Message, 24 hours minimum. Real-time scheduling (maximum 48 hours/minimum four hours), telephone MCAS Yuma Range Scheduling. Normal lead-time to avoid conflicts is 30 to 90 days.	
APPLICABLE DIRECTIVES	Letter of Agreement between Los Angeles ARTCC, CO, MCAS Yuma, and CO, FACSFAC San Diego.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. If flight is canceled, notify MCAS Yuma Range Scheduling so that airspace may be rescheduled.</p> <p>2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.</p>	

**COMMON NAME: Barry M. Goldwater (BMG) Gunnery Range (R-2301W)**

LOCATION/BOUNDARIES	Yuma, Arizona. Beginning at the intersection of the U.S. Mexican border and 113°30'33"W, then along U.S. Mexican border to 32°23'45"N/ 114°28'33"W to 32°30'00"N/114°28'33"W to 32°30'00"N/114°31'03"W to 32°35'00"N/114° 31'03"W to 32°35'00"N/114°28'33"W to 32°39'40"N/ 114°28' 33"W to 32°40'45"N/114°18' 32"W then along the Southern Pacific Railroad and U.S. Highway to 32°44'15"N/113°41'08"W to point of origin; excluding airspace below 3,000 MSL, north of line beginning 32°40'45"N/114°18'32"W to 32°37'40"N/114°12'43"W to 32°37'40"N/114° 09'03"W to 32°42'30"N/113°45'03"W to 32°44'15"N/113° 41'08"W.
DESCRIPTION	Land surface and airspace excluding Cactus West and Moving Sands airspace and when active, Cactus West/Moving Sands High-15,000 to 20,000 feet.
TYPE EXERCISE/ORDNANCE	Chaff and flares authorized only.
FLOOR	200 feet AGL. Surface only upon specific request and requirement. (1500 feet AGL over Cabeza Prieta Wildlife Refuge unless specifically authorized by MCAS Yuma Range Management Department. Caution! Boarder Patrol utilizes 200 feet AGL and below.)
CEILING	FL800.
USAGE LIMITATIONS	Continuous VFR.
RANGE RESOURCE MANAGER	Luke AFB (Real Estate). MCAS Yuma (Manpower and Equipment).
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.
COMMUNICATIONS	<p>1. Aircraft must contact "Yuma Range Control" for clearance into the restricted area and prior to exiting the restricted area on 274.0 MHz or 124.15 MHz. The following information will be passed when checking into/exiting the restricted area:</p> <ul style="list-style-type: none"> <li>a. Callsign(s).</li> <li>b. Squadron and aircraft type.</li> <li>c. Target desired.</li> </ul>

1-155

1-151

- d. Type ordnance.
- e. Tactical frequency.

REMARKS/SPECIAL  
INSTRUCTIONS

For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.

**COMMON NAME: CACTUS West (R-2301W) Low and High**

LOCATION/BOUNDARIES	<p>Within R-2301 West, and west of Gila Mountains. The target is centered at 32°27'34"N/114°24'05"W. Within R-2301 West of the Gila Mountains the Moving Sand's target is centered at 32°26'15"N/114°19'51"W. Within R-2301 WEST, west of the Gila Mountains 32°18'53"N/114°13'15"W along the U.S. Mexican Border to 32°23'45"N/114°28'30"W to 32°30'00"N/114°28'30"W to 32°30'00"N/114°31'00"W to 32°35'00"N/114°31'00"W to 32°39'40"N/114°28'30"W to 32°40'30"N/114°18'30"W to origin. The western edge of R-2301 is approximately 1 NM west of the Cactus West run-in line.</p>
DESCRIPTION	<ol style="list-style-type: none"> <li>1. The range consists of air-to-ground rocket and bomb target, and two strafing targets.</li> <li>2. The target is primarily for Conventional rocket and bomb deliveries, and consists of a 40 foot diameter bullseye and concentric circles of 75, 150 and 300 feet radii, with a 1,500 foot bladed radius around the target.</li> <li>3. Strafing targets consist of two Berms which are acoustically scored. The strafing berms are located 1,000 feet west of the south tower.</li> <li>4. Target elevation is 400 feet.</li> <li>5. Moving Sands (MS)/Cactus West (CW) High is that airspace overlying the MS/CW target airspace from 16,000 feet MSL to FL200. This airspace is established for the purpose of conducting high altitude bombing. If mission requirements dictate the use of this airspace, units must so stipulate in their requests to Yuma Range Scheduling.</li> </ol>
TYPE EXERCISE/ORDNANCE	<p>Inert only. Special weapons and conventional delivery ordnance up to 1,000 lbs. No BDU's or ordnance requiring immediate recovery are authorized. Laser designating is authorized (see MCAS YUMA Station Order 3710.6 (series) for instructions on Laser Operations/Restrictions).</p>
FLOOR	<p>Low - Surface. High - 16,000 feet MSL.</p>
CEILING	<p>Low - 15,000 feet MSL.</p>



High - FL200.

USAGE LIMITATIONS	VFR only. Operating hours Monday-Friday, 0600-2200(T). Available at other times by separate request, two hours minimum advance notice; 24 hours for scoring.
RANGE RESOURCE MANAGERS	Luke AFB (Real Estate). MCAS Yuma (Manpower and Equipment).
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma (ATC).
COMMUNICATIONS	Yuma Range Control on 274.0 MHz or 124.15 MHz. Moving Sands 290.1 MHz (WISS).
REMARKS/SPECIAL INSTRUCTIONS	<p>1. For flight restriction information and laser operations refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Air Traffic Control at DSN 951-2231 or Commercial (520) 341-2231.</p> <p>2. Noise Abatement: Fixed wing aircraft will remain at or above 3,500 feet MSL while over populated areas such as the Foothills residential area located south of Interstate 8 and west of Fortuna Wash.</p>

**COMMON NAME: Moving Sands (R-2301W) Low and High**

LOCATION/BOUNDARIES	<p>1. Within R-2301 WEST, and west of the Gila Mountains. The target is centered at 32°26'14"N/114°19'52"W.</p> <p>2. Within R-2301 WEST, and west of The Gila Mountains 32°18'53"N/114°13'15"W along the U.S. Mexican border to 32°23'45"N/114°28'30"W to 32°30'00"N/114°28'30"W to 32°30'00"N/114°31'00"W to 32°35'00"N/114°31'00"W to 32°39'40"N/114°28'30"W to 32°40'30"N/114°18'30"W to point of origin 32°26'16"N/114°19'51"W.</p>
DESCRIPTION	<p>1. The range consists of an air-to-ground rocket and bomb target, two strafing targets and a Mobile Land Target (MLT).</p> <p>2. The target is primarily for conventional rocket and bomb deliveries and consists of a 40 foot bullseye with concentric circles of 75, 150 and 300 foot radii with 1,500 foot bladed radius around the target.</p> <p>3. The strafing targets consist of two berms which are acoustically scored. The strafing berms are located 1,000 feet west of the south tower.</p> <p>4. A Mobile Land Target (MLT) is also available with 48 hours notice. The MLT is a remote controlled target vehicle. The MLT track is between the bullseye of Moving Sands and the south tower. The MLT is not scored.</p> <p>5. Target elevation is 572 feet.</p> <p>6. Moving Sands(MS)/Cactus West (CW) High is that airspace overlying the MS/CW target airspace extending from 16,000 feet MSL to FL200. This airspace is established for the purpose of conducting high altitude bombing. If mission requirements dictate the use of this airspace, units must so stipulate in their request to Yuma Range Scheduling.</p>
TYPE EXERCISE/ORDNANCE	<p>Inert only. Special weapons and conventional delivery ordnance up to 1,000 pounds. No BDU's or ordnance requiring immediate recovery authorized. Laser designating is authorized (see Remarks/Special Instructions on Laser Operations/Restrictions). MLTs are restricted to 2.75 inch inert rockets and MK76 practice bombs.</p>

FLOOR	Low - Surface. High - 16,000 feet MSL.
CEILING	Low - 15,000 feet MSL. High - FL200.
USAGE LIMITATIONS	VFR only, operating hours Monday-Friday, 0600-2200(L). Available at other times by special request, two hours minimum advance notice; 24 hours for scoring.
RANGE RESOURCE MANAGER	Luke AFB (Real Estate). MCAS Yuma (Manpower and Equipment).
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma (ATC).
COMMUNICATIONS	Yuma Range Control on 274.0 MHz or 124.15 MHz. Moving Sands 290.1 MHz (WISS).
REMARKS/SPECIAL INSTRUCTIONS	For flight restriction information and laser operations refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Air Traffic Control at DSN 951-2231 or Commercial (520) 341-2231.

**COMMON NAME: Yuma Tactical Aircrew Combat Training System Range (TACTS)**  
**(R-2301W)**

LOCATION/BOUNDARIES	Yuma, Arizona. Beginning at the intersection of the U.S. Mexican border and 113°34'15"W then along the U.S. Mexican border to 32°18'53"N/114°13'15"W to 32°30'00"N/114°18'30"W to 32°40'30"N/114°18'30"W then along Interstate Highway 8 to 32°43'30"N/113°43'45"W to 32°07'00"N/113°34'15"W; excluding the airspace below 16,000 feet MSL west of a line extending from 32°40'30"N/114°18'30"W to 32°30'00"N/114°18'30"W to 32°18'53"N/114°13'15"W which contains Moving Sands and Cactus West Bombing Ranges; also excluding that airspace below 3,000 feet MSL, north of a line beginning at 32°40'45"N/114°18'29"W to 32°37'40"N/114°12'40"W to 32°37'40"N/114°09'00"W to 32°42'30"N/113°45'00"W to 32°48'15"N/113°41'05"W.
DESCRIPTION	<p>1. Airspace within R-2301W.</p> <p>2. There are numerous visual target colexes and threat emitters located on this range. MCAS Yuma Station Order 3710.6 (series) details target description and location.</p>
TYPE EXERCISE/ORDNANCE	Aerial combat maneuvering (ACM/EW). Air-to-ground No Drop Weapons Training (NDWT). Flares and chaff as required by the mission. No other ordnance authorized.
FLOOR	200 feet AGL (NDWT) or 5,000 feet MSL (ACM). Surface upon request and requirement. (1500 feet AGL over Cabeza Prieta National Wildlife Refuge unless specifically authorized by MCAS Yuma Range Management. Caution! Border Patrol utilizes 200 feet AGL and below throughout R-2301.)
CEILING	FL800.
USAGE LIMITATIONS	VFR only. No ordnance authorized.
RANGE RESOURCE MANAGER	Luke AFB (Real Estate). MCAS Yuma (Manpower and Equipment). MAG-11 MCAS Miramar (Yuma TACTS equipment).
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	1. Yuma TACTS-MAG-11, MCAS Miramar (0800-

1600T Monday-Friday), excluding holidays (DSN 577-6116 or COMM 537-6116).

2. R-2301W - CO, MCAS Yuma (all times other than 0800T-1600T Monday-Friday).

SCHEDULING DOCUMENT/  
LEAD TIME

1. Scheduling procedures for R-2301W other than TACTS: NAVGRAM 2 weeks minimum, message 24 hours minimum. Real time scheduling (maximum 48 hours/minimum 4 hours), telephone call MCAS Yuma Range Scheduling. Normal lead-time to avoid conflicts is 30 to 90 days.

2. Scheduling procedures for the TACTS with Pods: there are 12 consecutive 40 minute range periods that commence at 0800T (Yuma local time) Monday through Friday throughout the year. TACTS use of airspace has priority.

a. Deploying units desiring concentrated periods of TACTS training may schedule up to one year in advance. Scheduling can be done via voice or mail, followed by written confirmation 90 days prior to deployment. VF/VMFA squadrons are authorized a maximum of 3 periods per day for one two week period per year.

b. Specific priority type TACTS missions such as CVW/MAG training exercises, competitive exercises, MCCRES, ACTI and FRS Training may be scheduled 30 days in advance.

c. Short range routine requests are scheduled weekly at the MAG-11 HQS, MCAS Miramar Wednesday schedule meeting or by phone calls from out of town users. Priorities are as listed in this manual.

d. Longer than normal lead time requests may be tentatively scheduled at the discretion of the scheduling activity, with the understanding that they are subject to being preempted by high priority requirements listed in this manual.

COMMUNICATIONS

1. Contact Yuma Range Control on 274.0 MHz or 124.15 MHz. No aircraft will enter the range unless specifically cleared by Yuma Range Control.

2. After clearance into the range, all flights must contact one of the

controlling ADDS:

War Wagon (Miramar)  
 Sand Box (El Centro)  
 City Hall (El Toro)  
 Hassle Base (Yuma)

On primary frequency 279.2 or secondary frequency 314.75 MHz. Controlling ADDS will clear the flight onto the target or to a holding fix.

REMARKS/SPECIAL  
 INSTRUCTIONS

1. General

a. The buffer zone on the east side of the range will be strictly observed. Aircraft will not penetrate Mexican airspace or exceed the north surface boundary of R-2301W. Range Control may terminate any flight that violates range boundaries.

b. Scheduled range times, debriefing times, and blocked altitudes must be adhered to in order to efficiently utilize all training assets.

c. All supersonic flight operations in the R-2301W shall be conducted in strict accordance with the provisions of OPNAVINST 3710.7 (series). Supersonic flight shall be limited to that portion of the R-2301W from the 100° radial from MCAS Yuma TACAN (Channel 84) (NYL) south to the Mexican border (between 20-52 NM) from the surface to FL800. Supersonic "bugouts" will be executed with the nose of the aircraft pointed inside the supersonic area to the south on a heading between 110° to 260° M. Fighter "bugout" in the vicinity of Raven Butte (Chocolate Drop) will be above 16,000 feet MSL crossing the Gila Mountains avoiding Moving Sands and Cactus West targets.

d. Flights are cautioned to remain clear of Moving Sands/Cactus West Ranges below 16,000 feet or below FL210 when Moving Sands/Cactus West High is in use.

e. The Cabeza Prieta National Wildlife Refuge is that portion of R-2301W, south of a line extending from 32°25'00"N/113°57'00"W, south to

the Mexican border (approximately 32°14'00"N/113°57'00"W). All aircraft shall maintain a minimum altitude of 1500 feet AGL over the Wildlife Refuge unless specific approval for lower altitude is granted by the Scheduling Activity and coordinated with the Range Management Department.

2. For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.

**COMMON NAME: Chocolate Mountain Aerial Gunnery Range (R-2507)**

LOCATION/BOUNDARIES	East of Salton Sea, California.																												
	<table border="0"> <tr> <td>LATITUDE NORTH</td> <td>LONGITUDE WEST</td> </tr> <tr> <td>33°33'00"</td> <td>115°34'00"</td> </tr> <tr> <td>33°32'00"</td> <td>115°32'00"</td> </tr> <tr> <td>33°31'00"</td> <td>115°27'00"</td> </tr> <tr> <td>33°29'00"</td> <td>115°20'00"</td> </tr> <tr> <td>33°26'00"</td> <td>115°15'00"</td> </tr> <tr> <td>33°24'00"</td> <td>115°17'00"</td> </tr> <tr> <td>33°22'00"</td> <td>115°12'00"</td> </tr> <tr> <td>33°23'00"</td> <td>115°10'00"</td> </tr> <tr> <td>33°09'00"</td> <td>114°57'00"</td> </tr> <tr> <td>33°01'00"</td> <td>115°06'00"</td> </tr> <tr> <td>33°22'00"</td> <td>115°33'00"</td> </tr> <tr> <td>33°24'00"</td> <td>115°33'00"</td> </tr> <tr> <td>33°29'00"</td> <td>115°42'00"</td> </tr> </table>	LATITUDE NORTH	LONGITUDE WEST	33°33'00"	115°34'00"	33°32'00"	115°32'00"	33°31'00"	115°27'00"	33°29'00"	115°20'00"	33°26'00"	115°15'00"	33°24'00"	115°17'00"	33°22'00"	115°12'00"	33°23'00"	115°10'00"	33°09'00"	114°57'00"	33°01'00"	115°06'00"	33°22'00"	115°33'00"	33°24'00"	115°33'00"	33°29'00"	115°42'00"
LATITUDE NORTH	LONGITUDE WEST																												
33°33'00"	115°34'00"																												
33°32'00"	115°32'00"																												
33°31'00"	115°27'00"																												
33°29'00"	115°20'00"																												
33°26'00"	115°15'00"																												
33°24'00"	115°17'00"																												
33°22'00"	115°12'00"																												
33°23'00"	115°10'00"																												
33°09'00"	114°57'00"																												
33°01'00"	115°06'00"																												
33°22'00"	115°33'00"																												
33°24'00"	115°33'00"																												
33°29'00"	115°42'00"																												
	To point of origin.																												
DESCRIPTION	Land surface and airspace.																												
TYPE EXERCISE/ORDNANCE	Air-to-air; air-to-ground ordnance as required by mission. ROCKEYE and IMPROVED CLUSTER BOMBS are authorized in specific areas. NO FIXED WING AIR-TO-AIR MISSILES AUTHORIZED.																												
FLOOR	Surface.																												
CEILING	FL400.																												
USAGE LIMITATIONS	<p>1. VFR only. The north and south impact area will be closed as required for EOD sweeps and range maintenance. Dates will be published by message.</p> <p>2. R-2507 N/S have a 5 NM BUFFER ZONE which is in effect whenever the north and south portions are scheduled separately. When in effect, the buffer zone will not be penetrated by aircraft or aircraft munitions. The western boundary follows the Niland Blythe road from 33°16'45"N/115°27'30"W to a point 33°24'30"N/115°16'45"W. The eastern boundary of the buffer zone follows a line from the Tortuga Flats Railway siding, Salvation Pass, to the Little Mule Mountains. The north and south limits follow existing R-2507 boundaries. Aircrews will be familiar with this buffer zone prior to flight.</p>																												



RANGE RESOURCE MANAGER	CO, MCAS Yuma (Fleet Services).
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.
COMMUNICATIONS	Yuma Range Control on 274.0 MHz or 124.15 MHz.
REMARKS/SPECIAL INSTRUCTIONS	For flight restriction information refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.

**COMMON NAME: Chocolate Mountain Impact Area (R-2507 North and South A, B, C)**

LOCATION/BOUNDARIES	East of Salton Sea, California.	
	LATITUDE NORTH	LONGITUDE WEST
R-2507 NORTH	33°32'40"	115°33'53"
	33°31'30"	115°32'03"
	33°31'15"	115°26'48"
	33°29'00"	115°20'03"
	33°25'50"	115°14'33"
	33°24'15"	115°17'03"
	33°23'00"	115°14'33"
	33°14'00"	115°22'33"
	33°21'30"	115°32'58"
	33°23'40"	115°33'23"
	33°28'30"	115°42'13"
	To point of origin.	
R-2507 SOUTH	33°23'00"	115°14'33"
	33°21'40"	115°12'03"
	33°22'50"	115°10'01"
	33°08'45"	114°56'43"
	33°01'00"	115°06'03"
	33°14'00"	115°22'33"
	To point of origin.	
DESCRIPTION	Five target complexes and assorted search and attack target locations consisting of more than 250 individual targets and three simulated airfields.	
TYPE EXERCISE/ORDNANCE	All types of high explosives and inert ordnance up to and including 2,000 pound GP, with the provision that all high explosive deliveries must be under positive control of flight lead or TACP/TAC(A) and dropped within the designated live impact area. MK20 ROCKEYE or IMPROVED CLUSTER BOMBS are authorized in specific areas with prior coordination. NO FIXED WING AIR-TO-AIR MISSILES AUTHORIZED. Laser designating is authorized in specific portions of R-2507N (see MCAS YUMA STAO 3710.6 (series) for instructions on Laser Operations/Restrictions).	
FLOOR	Surface. 7,000 feet MSL. 16,000 feet MSL.	
CEILING	6,000 feet MSL. 15,000 feet MSL.	

FL400.

USAGE LIMITATIONS

1. VFR only. The north and south impact areas will be closed as required for EOD sweeps and range maintenance. Dates will be published by message.
2. R-2507 N/S have a 5 NM BUFFER ZONE which is in effect whenever the north and south portions are scheduled separately. When in effect, the buffer zone will not be penetrated by aircraft or aircraft munitions. The western boundary follows the Niland Blythe road from 33°16'45"N/115°27'30"W to a point 33°24'30"N/115°16'45"W. The eastern boundary of the buffer zone follows a line from the Tortuga Flats Railway siding, Salvaton Pass, to the Little Mule Mountains. The north and south limits follow existing boundaries. Aircrews will be familiar with this buffer zone prior to flight.
3. The restricted airspace boundary does Not extend to Naval Reservation Boundary. Land space to the west, designated SWAT-10 and to the south, designated SWAT-11, is utilized by Naval Special Warfare Group One (NSWG 1). Numerous rifle, machine gun, and mortar ranges exist. WARNING! Special precaution must be exercised by all parties to ensure airspace and ground utilization are compatible. NSWG 1 posts spotters and schedules utilization through MCAS Yuma.

RANGE RESOURCE MANAGER

CO, MCAS Yuma.

SCHEDULING AUTHORITY

FACSFAC San Diego.

SCHEDULING ACTIVITY

CO, MCAS Yuma Range Scheduling.

COMMUNICATIONS

Yuma Range Control on 274.0 MHz or 124.15 MHz.

REMARKS/SPECIAL INSTRUCTIONS

For flight restriction information and laser operations refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Range Scheduling at DSN 951-2214/15 or Commercial (520) 341-2214/15.

**COMMON NAME: R-2510 A and B**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
R-2510 A	32°59'35"	115°43'33"
	32°55'35"	115°40'18"
	32°54'04"	115°40'18"
	Then counterclockwise along the arc of a 4.3 mile radius circle at	
	32°49'45"	115°40'18"
	32°50'05"	115°45'23"
	32°50'05"	115°55'03"
	32°55'50"	115°55'03"
	33°01'20"	116°02'18"
	33°06'35"	115°56'53"
	33°06'35"	115°51'15"
	To point of origin.	
R-2510 B	32°55'35"	115°40'18"
	32°55'50"	115°55'03"
	33°01'20"	116°02'18"
	33°06'35"	115°56'53"
	33°06'35"	115°51'15"
	32°59'35"	115°43'33"
	To point of origin.	
DESCRIPTION	R-2510 contains two targets; Target 101 ("SHADETREE") and Target 103 ("LOOM LOBBY"). Target 101 is subdivided into three drop zones: CAMELOT, SUPERSTITION and BULLHEAD.	
TYPE EXERCISE/ORDNANCE	See individual target sections.	
USAGE LIMITATIONS	See individual target sections.	
FLOOR	Surface. 15,000 feet MSL.	
CEILING	15,000 feet MSL. FL400.	
RANGE RESOURCE MANAGER	CO, NAF El Centro.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.	
COMMUNICATIONS	Yuma Range Control on 274.0 MHZ or 124.15 MHZ.	
SCHEDULING DOCUMENT/ LEAD TIME	See individual target sections.	

**COMMON NAME: Target 101, "SHADETREE"**

LOCATION/BOUNDARIES	LATITUDE NORTH      LONGITUDE WEST  32°55'45"              115°43'45" 300° radial at 15 NM from Imperial TACAN. RA251 east of a line from 33°05'30"              115°58'00" to 32°51'15"              115°40'45" to 32°50'00"              115°50'45" and South of a line extending from 33°00'00"              115°55'03" to 33°00'00"              115°44'00"
GREEN SPOT	33°06'45"              116°00'30"
DESCRIPTION	1. TARGET 101 contains a main target bullseye with electric lights and WISS scoring for bombing and rocket firing, a scored strafing target (20MM), a BDU target for recoverable ordnance only and a MLT track.  2. Main target elevation is 105 feet MSL.  3. Run-in headings to the main target are 112°M or the reciprocal, 292°M. BDU target is 5-1/4 miles NW of main target on the same run-in headings and the strafe target run-in heading is 300°M only. In regard to the MLT track, see Remarks/Special Instructions. The main target is a 40 foot diameter bullseye with 75, 100, 300 and 2,000 foot concentric rings.
TYPE EXERCISE/ORDNANCE	1. Inert only. MK76, MK106, 1.75 rockets and 20MM are authorized. Larger inerts are not authorized. BDUs or items that require recovery will be dropped on the BDU target 5-1/4 miles NW of main target.  2. Delivery (all types) laydown, loft, dive, pop-up, over-the-shoulder, etc., are permissible.  3. MK45 flares are authorized. Flares are not to be dropped if ground wind exceeds 20 knots. See Remarks/Special Instructions for reporting procedures on dud flares.
USAGE LIMITATIONS	1. Inert only.  2. VFR only.

3. Operating hours:

R-2510A - Monday-Saturday, 0700-2300 local. Available at other times by special request.

R-2510B - Weekends, 0700-2300 local when activated 24 hours in advance.

4. Air refueling is not authorized.

5. No Chaff.

FLOOR

R-2510A - Surface.

R-2510B - 15,000 feet MSL.

CEILING

R-2510A - 15,000 feet MSL.

R-2510B - FL400.

RANGE RESOURCE MANAGER

CO, NAF El Centro.

SCHEDULING AUTHORITY

FACSFAC San Diego.

SCHEDULING ACTIVITY

CO, MCAS Yuma Range Scheduling.

COMMUNICATIONS

1. Aircraft will contact "SHADETREE" on primary 283.2 MHz or secondary 277.2 MHz at the "GREEN SPOT" for clearance on the range and provide:

a. Callsign(s).

b. Squadron and aircraft type.

c. Target desired.

d. Type ordnance and delivery.

2. Aircraft will report the BARREL initial point (IP) and when clear of area. Aircraft must report when departing R-2510.

3. Aircraft must have an operable transceiver to enter or drop ordnance on the range.

SCHEDULING DOCUMENT/  
LEAD TIME

1. Requests for normal scheduling should be placed 60-90 days prior to the first day of the month of the requested range/airspace.

2. Message or FAX 30 days in advance.

3. Real-time scheduling (maximum 48 hours/minimum 4 hours) telephone MCAS Yuma Range Scheduling. During normal range hours scheduling can be done immediately on a range

available basis.

4. Scheduling requests must contain the following information:

- a. Type of target(s) desired (main target, BDU, strafe, or mobile land target).
- b. Date(s) and local time(s) the Target is required.
- c. Type of delivery.
- d. If "Really Ready," so state.

OVERLAPPING INCLUDED/  
ADJACENT AREAS

TARGET 103 is located west of a line  
33°05'30"N/115°58'00"W to 32°51'15"N/115°50'45"W.

REMARKS/SPECIAL  
INSTRUCTIONS

1. General.

a. Remain well clear of TARGET 103, west of the railroad tracks. Aircraft are cautioned not to exit through the TARGET 103 area. Pilots are further cautioned to remain well clear of the V-66 airway which lies to the south of R-2510.

b. Aircraft using the desert test range target complex will maintain visual meteorological conditions (VMC) at all times.

c. "Really Ready" missions have priority over all other aircraft in the pattern. "Really Ready" aircraft will call five minutes prior to entering the restricted area, giving line-up, time on target, type weapon and type delivery. Lead aircraft in the pattern will ensure all aircraft vacate the range for one delivery from the "Really Ready" aircraft. Positive two-way communication is required for the "Really Ready" aircraft to be cleared on the target.

d. Aircraft will remain south of 33°N unless cleared by "SHADETREE".

e. Except for extreme cases, request BDU drops on TARGET 101, "SHADETREE," be scheduled Monday through Friday, with last drop on Friday being completed NLT 1200 local time. Proper recovery and control of BDUs, as required by COMNAVAIRPACINST 8130.3 (series), cannot

be accomplished on weekends without expenditure of large amounts of civilian overtime.

2. Target Positions.

a. Main target.

(1) Location. 32°55'48"N/115°43'45"W.  
Elevation: 105 feet.

(2) Consists of a 20-foot bullseye surrounded by four concentric rings (rings radii: 75, 150, 300 and 2,000 feet). Run-in markers are 1,000 yards apart. BARREL IP to center bullseye is 51,631 feet.

(3) Right or left-hand pattern.  
Run-in headings are 112°M or 292°M.

(4) Distance - bull to radar reflector 7,915 feet at 112°M. The radar reflector location is 32°55'01"N/115°42'31"W.

(5) "GREEN SPOT" is north of R-2510 on the 296°R at 32 NM from Imperial VORTAC (115.9, Channel 106).

b. Strafing Target.

(1) Location: 4,000 feet southeast of the center of the main target.  
Elevation: approximately 100 feet.

(2) Consists of a mound approximately 12 feet high with a foul line 2,000 feet from the target. Run-in heading for the strafing target is 300°M.

(3) Left-hand pattern.

(4) Guns will be on "SAFE" when off target; guns may be "ARMED" only when the aircraft is established on the run-in line heading of 300°M. Aircraft may make an initial jink to the left after firing is complete to avoid any frag pattern.

(5) Strafing target is for fixed wing aircraft only.



c. Mobile Land Target (MLT).

(1) Location. 5,000 feet due east of main target. Elevation: approximately 100 feet. There is a 230 foot microwave tower southeast of the track area near the control building.

(2) Consists of a moving target on a generally northwest-southeast track, 4,000 feet long and 500 feet wide.

(3) Right or left-hand pattern. Run-in is approximately 296°M.

(4) Aircraft requiring a long run in to the target (A-6) may use 112°M with a right or left-hand turn provided, run-in on MLT is aborted when traffic is present on the road south of the MLT track. Aircraft shall commence an immediate turn after ordnance drop.

(5) Inert ordnance MK76 and MK106 only. No strafing or rockets. Normal delivery of ordnance will be made when bombing the MLT. Pilot must maintain the same separation of aircraft and target required when dropping a live MK82.

d. Bomb Dummy Unit (BDU) Target.

(1) Location is 5 ¼ miles NW of main target on the same run-in line. Run-in heading is 112° M. BARREL IP to center of BDU target is 23,765 feet.

BARREL IP position is 33°00'53"N/  
115°41'43"W and BDU target is  
32°58'36"N/115°48'06"W.

(2) Consists of a 20 foot bullseye with 75, 150, and 300 foot radius rings.

(3) To be used only for inert ordnance requiring recovery. No MK76, MK106, 2.75 rockets or strafing on BDU target.

(4) Laydown, loft, and over-the-shoulder BDU drops are permissible.

(5) The following information is required of each aircraft prior to drop: BDU type, aircraft modex, weapon serial number and type delivery.

(6) Drop results will be reported IAW COMNAVAIRPACINST 8130.3 (series).

(7) "Really Ready" BDU drops must be scheduled due to recovery requirements.

(8) Normal use of target is Monday through Friday with last drop on Friday to be completed NLT 1200 local time.

3. Safety.

a. The use of live ordnance other than spotting charges is prohibited.

b. Runs on the MLT shall be aborted if a red rotating beacon appears on the moving target.

c. Pilots are cautioned that the run-in line for TARGETs 101 and 103 both originate from the "GREEN SPOT." Pilots should ensure they are on the correct run-in line for their respective targets.

d. Pilots are cautioned to clear the target area prior to any ordnance deliveries. Off road and recreational vehicles have often been observed on the target areas in spite of warning signs and security patrols.

e. Aircraft experiencing lost communications shall immediately depart R-2510 unless joined by a wingman with an operable transceiver.

f. Strafing is authorized only on or at the strafe target as outlined.

g. Aircraft will not fly at or over the control building. Low flight, except during normal weapons deliveries while on run-in headings, is not authorized.

4. Night illumination devices that fail to fire will be reported during the mission to either "SHADETREE" on 283.2 MHz or NAF El Centro Tower on 360.2 MHz. A complete

report including ground location of duds in reference to the target, type device, total number of devices dropped, and total number failing to fire will be sent via priority message to NAF El Centro by the target user to arrive NLT 0730 local time the morning following the mission. Unexpended ordnance is a safety hazard and efforts will be made to recover that material.

**COMMON NAME: CAMELOT Drop Zone**

LOCATION/BOUNDARIES	1,000 yard radius centered at 32°52'20"N/ 115°47'49"W (see TARGET 101).
TYPE EXERCISE/ORDNANCE	Live and equipment parachute drops.
USAGE LIMITATIONS	<ol style="list-style-type: none"> <li>1. Inert only.</li> <li>2. VFR only.</li> <li>3. Operating hours: <ul style="list-style-type: none"> <li>R-2510A - Monday-Saturday, 0700-2300 local. Available at other times by special request.</li> <li>R-2510B - Weekends, 0700-2300 local when activated 24 hours in advance.</li> </ul> </li> <li>4. Air refueling is not authorized.</li> <li>5. No Chaff.</li> </ol>
FLOOR	R-2510A - Surface. R-2510B - 15,000 feet MSL.
CEILING	R-2510A - 15,000 feet MSL. R-2510B - FL400.
RANGE RESOURCE MANAGER	CO, NAF El Centro.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS YUMA (ATC).
COMMUNICATIONS	"SHADETREE" - primary 283.2 MHz/secondary 277.2 MHz.
SCHEDULING DOCUMENT/ LEAD TIME	<ol style="list-style-type: none"> <li>1. Normal scheduling requests should be made 30 days prior to the first day of the month in which the range/airspace is requested.</li> <li>2. Message or FAX two weeks minimum/90 days maximum.</li> <li>3. Real-time scheduling (maximum 48 hours/minimum 4 hours) telephone MCAS Yuma Range Scheduling. During normal range hours scheduling can be accomplished real-time on a range available basis.</li> </ol>

**COMMON NAME: SUPERSTITION Drop Zone**

LOCATION/BOUNDARIES	3,000 yard radius centered at 32°58'21"N/ 115°47'44"W (see TARGET 101).
TYPE EXERCISE/ORDNANCE	Live and equipment parachute drops.
USAGE LIMITATIONS	<ol style="list-style-type: none"> <li>1. Inert only.</li> <li>2. VFR only.</li> <li>3. Operating hours:   R-2510A - Monday-Saturday, 0700-2300  local. Available at other times by  special request.   R-2510B - Weekends, 0700-2300 local when  activated 24 hours in advance. </li> <li>4. Air refueling is not authorized.</li> <li>5. No Chaff.</li> </ol>
FLOOR	R-2510A - Surface. R-2510B - 15,000 feet MSL.
CEILING	R-2510A - 15,000 feet MSL. R-2510B - FL400.
RANGE RESOURCE MANAGER	CO, NAF El Centro.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS YUMA (ATC).
COMMUNICATIONS	"SHADETREE" - primary 283.2 MHz/secondary 277.2 MHz.
SCHEDULING DOCUMENT/ LEAD TIME	<ol style="list-style-type: none"> <li>1. Normal scheduling requests should be made 30 days prior to the first day of the month in which range/airspace is requested.</li> <li>2. Message or FAX two weeks minimum/90 days maximum.</li> <li>3. Real-time scheduling (maximum 48 hours/ minimum 4 hours) telephone MCAS Yuma Range Scheduling. During normal range hours scheduling can be accomplished real-time on a range available basis.</li> </ol>

**COMMON NAME: BULLHEAD Drop Zone**

LOCATION/BOUNDARIES	1,000 yard radius centered at 32°52'05"N/ 115°45'59"W (see TARGET 101 for boundary description). BULLHEAD Drop Zone is one mile southeast of CAMELOT Drop Zone.
TYPE EXERCISE/ORDNANCE	Live and equipment parachute drops.
USAGE LIMITATIONS	<ol style="list-style-type: none"> <li>1. Inert only.</li> <li>2. VFR only.</li> <li>3. Operating hours:  R-2510A - Monday - Saturday, 0700-2300 local. Available at other times by special request.  R-2510B - Weekends, 0700-2300 local when activated 24 hours in advance.</li> <li>4. Air refueling is not authorized.</li> <li>5. No Chaff.</li> </ol>
FLOOR	Surface.
CEILING	FL500 during daylight; FL200 at night.
RANGE RESOURCE MANAGER	CO, NAF El Centro.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO MCAS YUMA Range Scheduling.
COMMUNICATIONS	"SHADETREE" - primary 283.2 MHz secondary 277.2 MHz.
SCHEDULING DOCUMENT/ LEAD TIME	<ol style="list-style-type: none"> <li>1. Normal scheduling requests should be 30 days prior to the first day of the month in which range/airspace is requested.</li> <li>2. Message or FAX two weeks minimum/90 Days maximum.</li> <li>3. Real-time scheduling (maximum 48 hours/ minimum 4 hours) telephone MCAS Yuma Range Scheduling. During normal range hours scheduling can be accomplished real-time on a range available basis.</li> </ol>

**COMMON NAME: Target 103, "LOOM LOBBY"**

LOCATION/BOUNDARIES	32°51'49"N/115°53'02"W (270°Radial 30NM from IMPERIAL VORTAC). R-2510 west of a line from 33°05'30"N/115°58'00"W to 32°51'15"N/115°40'45"W to 32°50'00"N/115°50'45"W.
DESCRIPTION	<p>1. TARGET 103 contains a scored strafe target and a remotely controlled/scored conventional bombing/rocket target. The target consists of a 30-foot diameter bullseye mound with concentric circles of 75, 150 and 300 feet with electric lights for night bombing. Bombs and rockets are scored by a Weapons Impact Scoring System (WISS), impact information is provided during the flight, and printed information is available after the flight.</p> <p>2. Target elevation is 130 feet MSL.</p> <p>3. Bomb target run-in line is 143° M.</p> <p>4. Radar trap is 1,520 feet past bullseye.</p> <p>5. Strafe target run-in line is 170° M.</p>
TYPE EXERCISE/ORDNANCE	<p>1. Inert only. MK76 and MK106 are authorized. Larger inerts, BDUs or items that require recovery are not authorized.</p> <p>2. Delivery (all types) laydown, loft, dive, pop-up, over-the-shoulder, etc., are permissible.</p> <p>3. "LOOM LOBBY" (TARGET 103) has a laser safety certification. Target is considered safe for A-6E TRAM laser operations (see Remarks/Special Instructions).</p> <p>4. Night illumination devices such as MK45 flares are not authorized. Use TARGET 101 for flare drops.</p>
USAGE LIMITATIONS	<p>1. Inert only. Run-in heading is 143°M only for bomb target (prior approval required for change to this heading). The strafe target heading is 170°M with left-hand pattern only.</p> <p>2. VFR only. Operating hours:</p> <p>R-2510A - 0700-2300 local, Monday - Saturday. Available at other times by special request with at least 24 hours</p>

	prior notice.
	R-2510B - 0700-2300 local, weekends when activated 24 hours in advance.
	3. Air refueling is not authorized.
FLOOR	R-2510A - Surface. R-2510B - 15,000 feet MSL.
CEILING	R-2510A - 15,000 feet MSL. R-2510B - FL400.
RANGE RESOURCE MANAGER	CO, NAF El Centro.
SCHEDULING AUTHORITY	FACSFAC San Diego.
SCHEDULING ACTIVITY	CO, MCAS Yuma Range Scheduling.
COMMUNICATIONS	<p>1. Aircraft will contact "LOOM LOBBY" on primary 305.0 MHz or secondary 277.2 MHz at the "GREEN SPOT," for clearance onto the range and provide:</p> <ul style="list-style-type: none"> <li>a. Callsign(s).</li> <li>b. Squadron and aircraft type.</li> <li>c. Target desired.</li> <li>d. Type ordnance and delivery.</li> </ul> <p>2. If no contact with "LOOM LOBBY," attempt to contact "SHADETREE" on primary 382.2 MHz or secondary 277.2 MHz.</p> <p>3. For EMERGENCIES, during unmanned periods, contact NAF El Centro Tower.</p> <p>4. Aircraft will report the initial point (arrow) and when clear of the target. Aircraft must report when departing R-2510.</p> <p>5. Aircraft must have an operable Transceiver to enter or drop ordnance on the range.</p>
SCHEDULING DOCUMENT/ LEAD TIME	<p>1. Normal scheduling requests should be made 60-90 days prior to the first day of the month in which range/airspace is requested.</p> <p>2. Message or FAX 30 days minimum.</p> <p>3. Real-time (maximum 48 hours/minimum 4 hours) telephone MCAS Yuma ATC Range Scheduling. During normal range hours</p>



scheduling can be accomplished real-time on a range available basis.

4. Scheduling requests must contain the following information:

- a. Type of target(s) desired (main target, BDU, strafe or mobile land target).
- b. Date(s) and time(s) the target is required in local time.
- c. Type of delivery.
- d. If "Really Ready," so state.

OVERLAPPING, INCLUDED/  
ADJACENT AREAS TARGETS

TARGET 101 ("SHADETREE") (32°55'48"/115°43'45"W) which includes CAMELOT Drop Zone (32°52'20"N/115°47'49"W), BULLHEAD Drop Zone (32°52'05"N/115°45'59"W) and SUPERSTITION Drop Zone (32°58'21"N/115°47'44"W). Live parachute jumps are conducted in the south part of R-2510 at BULLHEAD and CAMELOT Drop Zones.

REMARKS/SPECIAL  
INSTRUCTIONS

1. General.

- a. A bladed run-in line exists with an arrow at its initial point and is marked in 5,000 foot increments beginning at 35,000 feet. A burned trailer is at 40,800 feet on the line.
- b. Remain well clear of TARGET 101. DO NOT exit through R-2510. Aircraft are further cautioned to remain well clear of V-66 airway which lies directly to the south of the target area.
- c. A 60 second interval is required for any type special weapons delivery. A 30 second interval is required for conventional weapons.
- d. "Really Ready" missions have priority over all other aircraft in the pattern. "Really Ready" aircraft will call five minutes prior to entering the restricted area, giving line-up, time on target, type weapon and type delivery. Lead aircraft in the pattern will ensure all aircraft vacate the range for one delivery from the "Really Ready" aircraft. Positive two-way communication is necessary for the

"Really Ready" aircraft to be cleared on target.

e. Pilots are cautioned to clear the target area prior to any ordnance deliveries. Off road and recreational vehicles have often been observed on the target areas in spite of warning signs and security patrols.

2. Flight Pattern. As required by mission (run-in line 143°M), pull off target to the west immediately (southern border of R-2510 is only two miles south of the target) and remain west of the railroad tracks when on target. Left-hand patterns are authorized on approval. Care must be taken when making left-hand pulls to stay clear of TARGET 101 traffic.

3. Strafing Target (scored by microwave remote).

a. Location is northwest of main target near the 5,000 foot marker. Elevation is approximately 130 feet MSL.

b. Consists of mound 12 to 15 feet high with a foul line 2,000 feet from the target mound. Final run-in heading for strafing is 170° M with a left or right-hand pattern.

c. Safety requires one cold run prior to commencement of a live run. There is a railroad track northeast of the target; pilots shall not strafe while trains are in the vicinity of the north end of the strafing run-in line.

d. Use of spotter aircraft is recommended.

e. Guns will be on "SAFE" when off target; guns may be "ARMED" only when the aircraft is established on the run-in line heading of 143°M. Aircraft may make an initial jink to the left after firing is complete to avoid any frag pattern.

4. Laser Operations/Restrictions.

a. The lasing aircraft is at or above

940 feet MSL and on a heading of 158°T/  
143°M.

b. A fly-over is made to ensure there are no personnel on the range, the adjacent road, and the adjacent railroad tracks.

c. A log of time and date of all laser firing should be kept.

d. All glass and flat highly polished materials are removed from the target area.

e. Lasing shall cease if the operator is dissatisfied with target tracking or if personnel enter the range.

f. The target must be identified under the crosshairs of the scope or operator's monitor prior to lasing and lasing will cease when track is lost.

g. No personnel shall be allowed to view the laser or the reflected laser beam within the beam path or its associated buffer (5 miliradians).

h. Eye protection with an optical density of 6 OD or greater, at 1064 nanometers, must be worn by personnel required to be on the range.

i. No aircraft with unprotected personnel may be within 5 NM of the target or within 10° of the potential laser line-of-sight.

j. Aircrews will NOT operate laser systems when ground personnel are within 2.5 NM of the target or within 10° of the potential laser line-of-sight. Eye protection is not available at this target, therefore, AIRCREWS MUST TREAT ANY PERSONNEL WITHIN THE ABOVE AREA CONSTRAINTS AS UNAUTHORIZED.

k. TARGET 103 has a Laser Evaluation System (LES). This unit is mounted in the north scoring tower facing up range. It may be flown at by flying the run in line 1/2 mile to the east. When the LES is illuminated by laser energy it will put out a tone on 305.0 MHz, the target frequency.

l. A Laser Designator/Simulator System (LDSS) can be made available for use at TARGET 103. Three days notice is required. The system will be taken to the north tower and pointed at the main target. It is designed to be used as a laser designator for aircraft that do not have an onboard designator.

m. Laser reports shall be furnished to MCAS Yuma Range Management.

5. Safety.

a. The use of live ordnance other than spotting charges is prohibited.

b. Pilots are cautioned that run-in lines for TARGETs 101 and 103 both originate from the "GREEN SPOT". Pilots should ensure they are on the correct run-in line.

c. Pilots must check the target with care prior to any ordnance deliveries. Off road, recreational vehicles, or illegal aliens on foot may be in the area.

d. Aircraft without communications will depart R-2510 immediately unless joined by a wingman with an operable transceiver.

e. Strafing is authorized only on or at the strafe target as it is outlined.

f. Pilots should beware of the microwave tower, 190 feet AGL, located one mile east of "LOOM LOBBY."

**COMMON NAME: R-2512 (Target 68, "INKEY BARLEY")**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	33°05'00"	115°17'33"
	33°00'00"	115°13'33"
	32°51'00"	115°05'33"
	32°51'00"	115°17'03"
	32°58'00"	115°17'33"
	33°05'00"	115°20'03"
	To point of origin.	
TARGET 68	32°56'30"	115°13'39"
DESCRIPTION	<p>1. An unmanned conventional weapons air-to-ground rocket, bomb and strafing target consisting of a 20 foot diameter bullseye with concentric circles of 75, 150 and 300 foot radii.</p> <p>2. Target elevation is 90 feet MSL.</p>	
TYPE EXERCISE/ORDNANCE	<p>1. Inert ordnance only.</p> <p>2. Air-to-ground rockets, bombs, and strafing. MK76, MK106, 2.75 rockets and 20MM.</p> <p>3. Night illumination devices such as MK45 flares are not authorized.</p>	
FLOOR	Surface.	
CEILING	FL230.	
USAGE LIMITATIONS	<p>1. VFR only.</p> <p>2. Air refueling is not authorized.</p>	
RANGE RESOURCE MANAGER	CO, NAF El Centro.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS YUMA Range Scheduling.	
COMMUNICATIONS	<p>1. Contact Yuma Range Control on 274.0 MHz for clearance into R-2512.</p> <p>2. "INKEY BARLEY" on 264.2 MHz.</p> <p>3. Aircraft must have an operable transceiver and squawk mode III-C.</p>	
SCHEDULING DOCUMENT/	Message, 24 hours minimum. Real-time	

LEAD TIME	scheduling (within 48 hours/minimum four hours), telephone MCAS Yuma. Normal lead time to avoid conflicts is 30 to 60 days.
REMARKS/SPECIAL INSTRUCTIONS	For flight restriction information and laser operations refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Air Traffic Control at DSN 951-2231 or Commercial (520) 341-2231.
OVERLAPPING, INCLUDED/ADJACENT AREAS TARGETS	TARGET 95 ("KITTY BAGGAGE") is located in R-2512 just north of 33°00'N.
REMARKS/SPECIAL INSTRUCTIONS	<ol style="list-style-type: none"><li>1. When off target during strafing, turn off "MASTER ARM SWITCH" and do not rearm until on run-in line.</li><li>2. Bombs and rocket run-in 073° or 253° M; recover to the south. Strafe run-in 090°M; recover to the north.</li><li>3. Each unit utilizing the range is required to send a utilization report via message to the Scheduling Activity within three working days of the end of each month summarizing range use. Negative reports not required.</li></ol>

**COMMON NAME: R-2512 (Target 95, "KITTY BAGGAGE")**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
TARGET 95	33°05'00"	115°17'33"
	33°00'00"	115°13'33"
	32°51'00"	115°05'33"
	32°51'00"	115°17'03"
	32°58'00"	115°17'33"
	33°05'00"	115°20'03"
	To point of origin.	
	33°02'09"	115°17'02"
DESCRIPTION	<p>1. An unmanned conventional weapons air-to-ground rocket, bombing and strafing target consisting of a 20 foot bullseye and concentric circles of 75, 150 and 300 foot radius.</p> <p>2. Target elevation is 90 feet MSL.</p>	
TYPE EXERCISE/ORDNANCE	<p>1. Inert ordnance only.</p> <p>2. Air-to-ground rockets and bombs. MK76, MK106, 2.75 rockets.</p> <p>3. Night illumination devices such as MK45 flares are not authorized.</p>	
FLOOR	Surface.	
CEILING	FL230.	
USAGE LIMITATIONS	<p>1. Time of designation. 0600-2300 local time daily; other times by NOTAM 24 hours in advance.</p> <p>2. VFR only.</p> <p>3. Air refueling is not authorized.</p>	
RANGE RESOURCE MANAGER	CO, NAF El Centro.	
SCHEDULING AUTHORITY	FACSFAC San Diego.	
SCHEDULING ACTIVITY	CO, MCAS YUMA Range Scheduling.	
COMMUNICATIONS	<p>1. Contact Yuma Range Control on 274.0 MHz for clearance into R-2512.</p> <p>2. "KITTY BAGGAGE" on 265.8 MHz.</p> <p>3. Aircraft must have an operable Transceiver and squawk mode III-C.</p>	

SCHEDULING DOCUMENT/  
LEAD TIME

Message, 24 hours minimum. Real-time scheduling (within 48 hours/minimum four hours), telephone MCAS Yuma. Normal lead-time to avoid conflicts is 30 to 60 days.

REMARKS/SPECIAL  
INSTRUCTIONS

For flight restriction information and laser operations refer to MCAS Yuma Station Order 3710.6 (series), or contact Yuma Air Traffic Control at DSN 951-2231 or Commercial (520) 341-2231.

OVERLAPPING, INCLUDED/  
ADJACENT AREAS/TARGETS

TARGET 68 ("INKEY BARLEY") is located in R-2512 south of 33°00'N.

REMARKS/SPECIAL  
INSTRUCTIONS

1. Run-in heading 180°M with either a right or left-hand pattern.

2. Each unit utilizing the range is required to send a utilization report via message to the Scheduling Activity within three working days of the end of each month summarizing range use. Negative reports are not required.



## CHAPTER 2

### EASTPAC FLIGHT OPERATIONS

**2.1 GENERAL INFORMATION.** To standardize EASTPAC OPAREA procedures and minimize administrative coordination when air capable units must interface with the numerous control agencies in EASTPAC OPAREAs, the following procedures have been designed in order to:

- a. Reduce disruption to training.
- b. Preserve safety of flight between routine air traffic flow to and from terminal area facilities within the National Airspace System and air traffic working with air capable units.
- c. Maximize use of ATC services.
- d. Expedite handling for aircraft operating in the EASTPAC warning areas that experience inadvertent IFR, in-flight emergencies or other extraordinary/un-briefed situations.

**2.2 COMPLIANCE.** Fleet operations in EASTPAC OPAREAs require a greater degree of autonomy than shore-based operations and every attempt has been made to preserve that essential element. For operations leaving the OPAREAs and proceeding into the National Airspace System (NAS) including shore bases, inland target complexes, etc., compliance with applicable ATC directives and procedures must be strictly enforced in order to achieve the following:

- a. Standardize flight information messages.
- b. Coordinate with shore facilities and ARTCC's.
- c. Provide adequate lead-time for altitude/airspace reservation requests and flight plans.
- d. Provide timely clearances for entering controlled airspace.
- e. Enhance coordination/communication.
- f. Ensure safety of flight.

**2.3 PRE-SAIL COORDINATION (AIR CAPABLE UNITS).** Numerous OPAREA and ATC problems occur early in the turn-around cycle and whenever unusual operations are undertaken. With sufficient liaison between FACSFAC and air capable units considerable confusion can be eliminated.

**2.3.1 FACSFAC OPAREA WORKSHOP.** Close coordination and communication between air capable units and FACSFAC is imperative. Prior to commencement of a work up cycle all air capable units are strongly encouraged to attend the FACSFAC OPAREA workshop. Upon request FACSFAC will provide a comprehensive workshop tailored to each air capable platform. All air capable units are encouraged to tour FACSFAC during inport periods. Normally visits can be arranged to fit the requesting unit's schedule with minimum

lead-time. POC for above workshop or tour is the Airspace Officer, DSN 735-1745, COMM (619) 545-1745. The workshop will provide information and resources to effectively and safely operate in the EASTPAC OPAREAs. Topics include:

- a. OPAREA and inland range orientation.
- b. Scheduling OPAREAs and inland ranges.
- c. Mode III code requests.
- d. Preparing, submitting and amending flight plans.
- e. Coordinating with the FAA.
- f. Stereo flight plans.
- g. Fly-offs.
- h. Altitude reservations (ALTRVs).

**2.3.2 PRE-SAIL MEETING.** A pre-sail meeting between FACSFAC, the CV/CVN Air Operations/Strike Operations and embarked CVW and staff is strongly recommended prior to any underway period to discuss upcoming operations. POC is the Airspace Officer, DSN 735-1745 COMM (619) 545-1745, who will be responsible for contacting additional commands/agencies as necessary. Items for the meeting will include:

- a. Schedule of Events.
- b. Area of operation.
- c. National Airspace System (NAS) interfaces including inland strikes and fly-offs.
- d. Unusual hours of planned operations.
- e. IFF (Mode III assignments).
- f. Communications requirements, etc.

**2.3.3 SHIP-RIDERS.** Upon request FACSFAC will furnish ship-riders to provide on site expertise on the OPAREA, liaison with the FAA and brief air wing and CV personnel on OPAREA procedures, Inland Strikes and other NAS interfaces. Air capable units are strongly encouraged to request a ship-rider following long inport periods (SLEP, SRA, Post-deployment stand-down, Post-deployment Fly-off's, etc.) and prior to large-scale exercises. To request a ship-rider, send a message to FACSFAC (Code 34 and 341) with the following information and a ship-rider will be furnished:

- a. COD/Helo Pri-Site on and off dates.
- b. Berthing arrangements.

c. Schedule of events (i.e., Brief air-wing on (date/time), Ready-room brief (date/time, etc.)).

EXAMPLE MESSAGE

FROM USS STENNIS  
 TO FACSFAC SAN DIEGO CA//34/341//  
 UNCLASS//N03120//  
 MSGID/GENADMIN/USS STENNIS//  
 SUBJ/ REQUEST FOR SHIP-RIDER//  
 REF/A/DOC/FACSFACSDINST 3120.1(SERIES)//  
 AMPN/REF A IS MANUAL OF EASTPAC AND MIDPAC FLEET OPERATING  
 AREAS//  
 POC/(NAME)/(RANK)/USS STENNIS/(COMM NUMBER)/DSN//  
 RMKS/  
 FOLLOWING REQUEST SUBMITTED IAW REF A.  
 A. COD DEPARTURE FROM NAS NORTH ISLAND ON 05 OCT 98 AT  
 1300(L).  
 HELO DEPARTURE OFF USS STENNIS 06 OCT 98 AT 1500(L).  
 B. BERTHING SEE ENS VINCENT.  
 B. BRIEF CVW-2 IN READY ROOM 2 AT 1500(L) ON 05 OCT, BRIEF  
 VAW-112 IN READY ROOM 3 AT 1630 ON 05 OCT, BRIEF VAW-213 IN  
 READY ROOM 2 AT 1800(L) ON 05 OCT, BRIEF AIR OPS IN READY ROOM  
 3 AT 1900(L) ON 05 OCT.//  
 BT

**2.4 MODE III IFF REQUEST.** Mode III requests for operations within EASTPAC OPAREAs must be submitted to FACSFAC (Code 34) a minimum of 10 days prior to getting underway. Specify the area of operations and the number of codes requested. The number of codes should be sufficient to cover three events i.e., 30-40 for CV's and 15-20 for amphibious units.

MODE III IFF EXAMPLE MESSAGE

R10010Z SEP 98 ZYB  
 FM USS ABRAHAN LIMCOLN  
 TO FACSFAC SAN DIEGO//34//  
 INFO COMCARGRU THREE//N3//  
 FAA LOS ANGELES ARTCC PALMDALE CA//MOS//  
 FAA OAKLAND ARTCC FREEMONT OAKLAND CA//MOS//  
 WESTERN AIR DEF SX MCCHORD AFB WAS//ID/SOCC/DOOS//  
 BT  
 UNCLAS//N03120//  
 MSGID/GENADMIN/USS ABRAHAM LINCOLN//  
 SUBJ/MODE III IFF REQUEST//  
 REF/A/DOC/FACSFACSDINST 3120.1(SERIES) EFFECTIVE DATE//  
 AMPN/REF A EASTPAC OPAREA MANUAL//  
 POC/DOE/LT/PRIPHN:DSNXXX-XXXX/-//SECPHN: COMXXX-XXX-XXXX/-//  
 RMKS/1. IAW REF A REQ 35 MODE III IFF CODES ISO FLIGHT OPS WITHIN  
 NOCAL/SOCAL OPAREAS (AS REQUIRED) AND PACIFIC COASTAL ADIZ FROM 30  
 OCT-10 NOV 98.//  
 BT  
 NNNN

**2.5 SUMMARY OF OPERATIONS.** No later than 48 hours prior to commencement of air operations, the air capable unit or deployed staff shall provide a summary of intended air operations, by message, to FACSFAC San Diego,

FACSFACSDINST 3120.1E

informing Western Air Defense Command (WADS) and applicable inland range(s)/air station(s)/ARTCC(s). Anticipated air operations for the entire period shall be listed. This message does not rescind or supersede OPAREA/Service Request procedures found in other chapters of this manual. It is precautionary in nature to ensure a minimum notification of impending operations is received by concerned agencies.

#### 2.5.1 SUMMARY OF OPERATIONS EXAMPLE MESSAGE

FM (AIR CAPABLE UNITS or DEPLOYED STAFF)  
TO FACSFAC SANDIEGO CA//31/34/35//  
INFO WESTERN AIR DEF DX McChord AFB WA//ED/DOOC/SOCC//  
FAA LOS ANGELES ARTCC PALMDALE CA//MOS//  
FAA OAKLAND ARTCC FREEMONT OAKLAND CA//MOA//  
NAS LEMOORE CA  
2508CCF EDWARDS AFB CA  
(and other addressee's as required)  
(UNCLAS/CONFIDENTIAL)//N03120//  
SUBJ/(AIR CAPABLE UNIT) SUMMARY OF INTENDED AIR OPERATIONS (U)//  
MSGID/GENADMIN/(ORIGINATOR)//RMKS/

1. (U) READ IN FOUR (4) COLUMNS:

DATE	TIME	EVENT	OPAREA/TGT
4 JAN	1015-2145L	CYCLIC OPS	W-291
VARIOUS	VARIOUS	DIVISION FITS	YUMA TGTS
5 JAN	0830-1030L	ALFA STRK	R-2507
VARIOUS	VARIOUS	BOMBEX/MINEX	W-412
AN	1600-1800L	TORPEX	FLETA HOT

**2.6 FLIGHT ADVISORIES.** In order to recognize and identify naval aircraft operating in the Pacific Coastal ADIZ/CADIZ or Alaskan DEWIZ, flight information (flight advisories, launch advisories, flight plans) will be passed to Western Air Defense Sector, McChord AFB WA//ID// as summarized in COMNAVAIRPACINST C2380.2J (Annex B). Include FACSFAC San Diego CA//31/34//, COMNAVAIRPAC San Diego CA//N3/NB// and cognizant area commanders as info addressee.

#### EXAMPLE MESSAGE

FROM USS CARL VINSON  
TO FACSFAC SAN DIEGO CA//30/33//  
INFO COMNAVAIRPAC SAN DIEGO CA//N3/N32/N83/N83L//  
COMTHIRDFLT//N3//  
COMCARGRU THREE  
COMCARAIRWING ELEVEN  
NALF SAN CLEMENTE ISLAND CA//30//  
NAS NORTH ISLAND CA//30//  
MCAS MIRAMAR CA//30/AIOPS//  
FAA LOS ANGELES ARTCC PALMDALE CA//MOS//  
WESTERN AIR DEF SX MCCHORD AFB WA//ID//  
BT

UNCLAS//N03120//  
 MSGID/GENADMIN/USS CARL VINSON/AIOPS//  
 SUBJ/NOTICE OF INTENT TO CONDUCT CARRIER FLIGHT OPERATIONS//  
 REF/A/DOC/FACSFACSDINST 3120.1(SERIES)/EFFECTIVE DATE//  
 AMPN/REF A IS OPAREA MANUAL//  
 POC/LUGTU/CDR/AIOPS/TEL: COMM 123-456-7890, DSN 987-6543//  
 RMKS/1. READ IN FOUR COLUMNS"

DATE	TIMES	EVENT	OPAREA
27JUN	1100-0230	CQ	W-291
28JUN	1100-0300	CQ	W-291
29JUN	1100-0300	CQ	W-291
30JUN	1500-2400	CYCLIC OPS	W-291

2. AIRCRAFT WILL BE OPERATED UNDER THE PROVISION OF DUE REGARD FOR THE SAFETY OF OTHER AIR AND SURFACE TRAFFIC IN THE VICINITY OF THE SHIP. AIRCRAFT WILL BE OPERATED IN VISUAL METEOROLOGICAL CONDITIONS (VMC) OR WITHIN RADAR SURVEILLANCE AND RADIO COMMUNICATIONS OF A SURFACE OR AIRBORNE RADAR FACILITY.

3. REQUEST ANY PETINENT NOTAMS THAT WOULD IMPACT CARRIER FLIGHT OPERATIONS.//

BT

**2.7 FLIGHT PLANS.** FACSFAC San Diego will file all flight plans for air capable units whose aircraft will enter the National Airspace System (NAS). Coordination with appropriate FAA facilities for aircraft entering the NAS, is required. Flight plan messages should be addressed to FACSFAC San Diego, with info to cognizant ARTCC/s, Western Air Defense Sector and destination. Flight plan message priority should be "Immediate", or higher if appropriate. To allow messages to remain "Unclassified", the ship's position shall not be included. Note: ARTCC's should not be Info'd if aircraft will not enter the National Airspace System.

**2.7.1 TIME REQUIREMENTS.** Flight plan requirements for individual aircraft and flights of less than four aircraft, (Not more than two aircraft if any portion conducted in IMC) follow normal flight plan filing criteria. Flight plan messages for **Inland Strikes or Fly-Offs using Stereo Routes** should be transmitted 24 hours prior to launch. Messages for **Inland Strikes or Fly-Offs using Non-Stereo Routes** should be transmitted 3 working days prior to launch. These requirements are to ensure timely coordination with FAA facilities/agencies to preclude any known conflicts. Once entered, flight plans remain valid from 30 minutes before ETD, until 1 hour after ETD. If circumstances cause the events to occur outside of this window, notify FACSFAC as soon as possible so any necessary coordination can be completed, to ensure the flight plans will be available.

**2.7.2 MINIMIZE DELAYS.** To minimize delays, approval must be obtained prior to launch for aircraft to conduct flight operations within the National Airspace System. Aircraft shall be at filed altitudes prior to departing warning/restricted areas. Typically, unusual or non-routine operations require greater coordination than routine operations. Air capable unit planners should discuss non-routine operations during the pre-sail meeting.

**2.7.3 AMENDING FLIGHT PLANS.** To ensure mission success and reduce airborne delays for flights entering the NAS, amendments to flight plans must be passed to FACSFAC. Depending on complexity (route of flight), flight plan amendments can take a few minutes or a few hours for FACSFAC to enter into the appropriate ARTCC's computer. Every effort should be made by CVW to pass flight plan changes to Air Operations as soon as an amendment is deemed necessary. Air Operations will then forward the change to FACSFAC via the most expeditious means possible and FACSFAC will submit the flight plan amendment.

**2.7.4 ALTITUDE RESERVATIONS (ALTRV).** ALTRVs will be coordinated by FACSFAC in support of all fly-offs, in accordance with FAAH 7610.4, Part 7 (OPNAVINST 3722.33), Special Military Handling Procedures.

**2.7.5. FLIGHT PLAN FORMAT.** Aircraft may enter the NAS in flights, but individual flight plans are required for ALL aircraft in case one has an emergency, encounters IMC or separates from the strike group or flight.

a. The letter L is required on flight plan messages to denote flight lead.

b. List evolutions separately by subparagraph (i.e., divisional bombing raids, coordinated strike group). Amplifying notes for each evolution should be included when appropriate. Should an evolution include opposing "Orange" forces, the flight plan message must contain the remark "MARSA WITH (call sign of opposition)". Failure to note MARSA precludes simultaneous use of same airspace by separate flights.

#### EXAMPLE MESSAGES

INLAND STRIKE  
FM USS CONSTELLATION  
TO FACSFAC SAN DIEGO CA//31/34/35//  
INFO Appropriate FAA ARTCCs (avoid sending classified messages to FAA facilities) and other addressees as required.  
UNCLAS//N03124//  
SUBJ/CV64 FLT PLANS FOR 27 AUG 98//  
MSGID/GENADMIN/USS CONSTELLATION//  
REF/A/DOC/FACSFACSDINST 3120.1 (SERIES)//  
AMPN/REF A IS EASTPAC OPAREA MANUAL AND MIDPAC FLEET OPERATING//  
RMKS/  
1. FOL FLT PLANS SUBMITTED IAW REF A. READ 7 COLS, ALL TIMES ZULU.

#### A. COORDINATED AIR STRIKE

EVENT	CALLSIGN	TYPE	TAS	ETD	ROUTE	NOTES
2C1	VNK301L	F-18/I	420	1800	BLUE3A	1
	VVNK302	F-18/I	420	1800	BLUE3A	1
	VVNK303	F-18/I	420	1800	BLUE3A	1
2D1	VVNK404L	F-18/I	420	1800	BLUE3A	1
	VVNK405	F-18I	420	1800	BLUE3A	1
	VVNK406	F-18I	420	1800	BLUE3A	1

2E1	VVNK620L	EA-6/P	420	1800	BLUE3A	1
	VVNK624	EA-6/P	420	1800	BLUE3A	1

\*

B. DIVISION BOMBING RAID

EVENT	CALLSIGN	TYPE	TAS	ETD	ROUTE	NOTES
3A1	VVNK100L	F-14/P	420	1945	BLUE2A/TN*	2
	VVNK101	F-14/P	420	1945	BLUE2A/TN*	2
	VVNK102	F-14/P	420	1945	BLUE2A/TN*	2
3B1	VVNK106L	F-14/P	420	1945	BLUE2A/TN*	2
	VVNK107	F-14/P	420	1945	BLUE2A/TN*	2
3C1	VVNK200L	F-18/I	420	1945	BLUE2A/TN*	2
	VVNK201	F-18/I	420	1945	BLUE2A/TN*	2
	VVNK202	F-18/I	420	1945	BLUE2A/TN*	2
3E1	VVNKS17L	F-18/I	420	1945	BLUE2A/TN*	2
	VVNKS18	F-18/I	420	1945	BLUE2A/TN*	2
3F2	VVNK700	S-3/R	420	1945	BLUE2A/TN*	2
	VVNK701	S-3/R	420	1945	BLUE2A/TN*	2

\* NOTE: Refer to section 206.2.

C. FLY-OFF

EVENT	CALLSIGN	TYPE	TAS	ETD	ROUTE	NOTES
4C1	VVNK300	F-18/I	420	2130	AMBER4	3
4C2	VVNK400L	F-18/I	420	2140	BLUE3A	4
	VVNK401	F-18/I	420	2140	BLUE3A	4
4D1	VVNK403	F-18/I	420	2140	BLUE3A	4
	VVNK404	F-18/I	420	2140	BLUE3A	4
4G1	VVNK620	EA-6/P	420	2130	AMBER9	
5C1	VVNK305L	F-18/I	420	2315	AMBER4	
	VVNK306	F-18/I	420	2315	AMBER4	
	VVNK307	F-18/I	420	2315	AMBER4	
5DI	VVNK200L	F-18/I	420	2325	AMBER2/T*	
	VVNK201	F-18/I	420	2325	AMBER2/T*	
	VVNK202	F-18/I	420	2325	AMBER2/T*	

\* NOTE: Refer to section 206.2.

Letter "L" following callsign denotes flight lead.

NOTE 1: RTN BLUE3B, ETD 1830.

NOTE 2: RTN BLUE2B/T, ETD 2045.

NOTE 3: REQ FL320.

NOTE 4: EVT 4C2, 4D1 FLT OF 4, MARSA IN KANE MOA WITH TOPGUN.

RTN BLUE3B, ETD 2230.//

Use additional notes as required.

FACSFACSDINST 3120.1E

FLY-OFF

FR USS ENTERPRISE

TO FACSFAC SAN DIEGO CA//31/34/35//

INFO COMNAVAIRPAC SAN DIEGO CA//N3/N32//

COMCARGRU or COMCRUDESGRU

COMCARAIRWING

COMNAVAIRWARCEN WPN DIV PT MUGU CA//3203//

TYPEWINGS

FAA LOS ANGELES ARTCC PALMDALE CA//MOA//

FAA OAKLAND ARTCC FREMONT OAKLAND CA//MOS//

FAA SEATTLE ARTCC AUBURN SEATTLE WA//MOA//

WESTERN AIR DEF SX MCCHORD AFB WA//ID/DOSS/SOCC//

NAS NORTH ISLAND CA//30//

MCAS MIRAMAR CA//30//

NAS LEMOORE CA//30//

NAS WHIDBEY ISLAND WA//30//

UNCLAS//N03124//

SUBJ/AIR CAPABLE UNITS CVN 65 FLYOFF FLIGHT PLANS FOR 1 JAN 98//

MSGID/GENADMIN/USS ENTERPRISE//

REF/A/DOC/FACSFACSDINST 3120.1(SERIES)//

AMPN/REF A IS SOCIAL OPAREA MANUAL//

RMKS/

1. FOL FLT PLANS SUB IAW REF A. READ 7 COLUMNS, ALL TIMES ZULU:

EVENT	CALLSIGN	TYPE	TAS	ETD	ROUTE	NOTES
**	VVNK801L*	F-18/I	420	1800	AMBER4	1
**	VVNK802	F-18/I	420	1800	AMBER4	1
**	VVNK803	F-18/I	420	1800	AMBER4	1
**	VVNK804	F-18/I	420	1800	AMBER4	1
**	VVNK805	F-18/I	420	1800	AMBER4	1

\*\* Event number if known.

\* Letter "L" following the callsign designates flight leader.

NOTE 1: Requesting FL240.

**2.8. STEREO ROUTES.** Every effort should be made to adjust desired flight routes/profiles to fit stereo routes. If not feasible, then mission/event planners shall coordinate routing/handling with FACSFAC San Diego and when required, the appropriate Restricted Area/Warning Area/MOA/ATCAA scheduling activity or controlling agency. In most cases, the success of a request for unusual or unique handling is directly proportional to the amount of advance liaison. Special handling cannot be combined with stereo routes (e.g., Amendments to a Stereo Route are not authorized.). By definition, stereo routes contain a complete route of flight. Planners may, however, utilize those portions of an applicable stereo route as a guide when filing a special route request (e.g., designing an ALTRV). The following stereo routes are the preferred ATC routes of flight from and to the EASTPAC OPAREAs.

**2.8.1. BLUE ROUTES.** Any modification desired for target/MOA/ATCAA delay time or return altitude should be requested prior to JLI inbound to the Special Use Airspace. Descent clearance into operating areas may be requested at any point.



a. When filing flight plans, the route of flight portion may be identified by the route color code followed by the alphanumeric designation (e.g., BLUE1B), in lieu of the full route. The high or low altitude option available on select routes must be specified on the flight plan message.

b. On routes where tanking is an option, indicate tanking intentions by a /T after the route alphanumeric stereo tag on the flight plan message (e.g., BLUE 2A/T "for tanking on Alpha leg only"). During enroute tanking, receiving aircraft shall remain within 3 NM of assigned tanker.

c. To accommodate strike packages with more than one tanker aircraft, non-standard tanking formations are available on selected stereo routes. In no case shall formations exceed 10 NM from lead to last aircraft. Indicate non-standard tanking formation using the letter N following the request for optional tanking provision (selected routes only) on flight plan message (e.g., BLUE 2A/TN).

BLUE1A, BLUE1B (R-2512, ABEL MOA/ATCAA)

BLUE1A	ORDER-MZB-J2-IPL-IPL030009-R2512	ALTITUDE:	FL210
	Delay IN R-2512/ABEL MOA/ATCAA		
BLUE1B	R-2512-IPL030009-IPL-J2-MZB-ORDER		FL200

Tanking available on route: NO

BLUE2A, BLUE2B (R-2507, ABEL MOA/ATCAA)

BLUE2A	ORDER-JLI-JLI040039-TRM095026-R2507	ALTITUDE:	FL210
	DELAY IN R-2507/ABEL MOA/ATCAA		
BLUE2B	R-2507-JLI040039-JLI-ORDER		FL200

Tanking available on route:	YES	TANKING ALTITUDES:
		2A - FL190B210
		2B - FL200B220

BLUE3A, BLUE3B (R-2510, KANE West ATCAA/MOA)

BLUE3A	ORDER-JLI-JLI080021-R-2510	ALTITUDE:	FL210
	DELAY IN R-2510/WKANE MOA/ATCAA		
BLUE3B	R-2510-JLI080021-JLI-ORDER		FL200

Tanking available on route: NO

BLUE5A, BLUE5B (KANE East ATCAA/MOA)

BLUE5A	ORDER-JLI-JLI075045-EKANE	ALTITUDE:	FL210
	DELAY EKANE MOA/ATCAA		
BLUE5B	EKANE-JLI075045-JLI-ORDER		FL200

Tanking available on route: NO

FACSFACSDINST 3120.1E

BLUE6A, BLUE6B (R-2301)

BLUE6A ORDER-MZB-J2-BZA-BZA120010-R2301 (DELAY)  
ALTITUDE: FL210  
BLUE6B R-2301-BZA120010-BZA-J2-MZB-ORDER FL200

Tanking available on route: NO

BLUE7A, BLUE7B (R-2306)

BLUE7A ORDER-MZB-J2-BZA-BZA360018-R-2306 (DELAY)  
ALTITUDE: FL210  
BLUE7B R-2306-BZA360018-BZA-J2-MZB-ORDER FL200

Tanking available on route: NO

BLUE9A, BLUE9B (R-2501)

BLUE9A ORDER-JLI-TRM-TNP-TNP330008-R2501 (DELAY)  
ALTITUDE: FL210  
BLUE9B R-2501-TNP330008-TNP-TRM-JLI-ORDER FL200

Tanking available on route: YES TANKING ALTITUDES:  
9A - FL190B210  
9B - FL200B220

BLUE10A, BLUE 10B (UTTR/R-6405)

BLUE10A ORDER-MZB-TRM-TNP028018-BLD-BERYL-R-6405.  
ALTITUDE: FL250  
or FL410  
BLUE10B R-6405-BERYL-BLD-TNP028018-TRM-MZB-order FL260  
or FL390

Tanking available on route: YES TANKING ALTITUDES:  
10A - FL190B210  
10B - FL200B220

NOTE ON ROUTE BLUE 10: Aircraft at FL390 or FL410 on this route can expect altitude change or vectors in Salt Lake City ARTCC airspace due to heavy en route traffic between R-4807 and R-6405.

**2.8.2. AMBER ROUTES.** Flight leads shall contact "BEAVER" as soon as possible for ATC clearance. Anticipate frequency change to Los Angeles ARTCC prior to PYRAS after ATC clearance, radar identification, ALT/FL verification.

a. Prior to exiting R-2524/2505, contact Joshua Approach Control on 363.0 MHz (above FL180)/307.2 MHz (below FL180).

b. Prior coordination is required with NAWCWPNS China Lake for entry into R-2524, R-2505 or R-2508.

c. The high or low altitude option available on select routes must be specified on the flight plan message.

d. On routes where tanking is an option, indicate tanking by a /T after the route alphanumeric stereo tag on the flight plan message, (e.g., AMBER2A/T "tanking on Alpha leg only"). During enroute tanking evolutions, receiving aircraft shall remain within 3 NM of their assigned tanker.

e. To accommodate strike packages with more than one tanker aircraft, non-standard tanking formations are available on selected stereo routes. In no case shall formations exceed 10 NM from lead to last aircraft. Indicate non-standard tanking formation using the letter N following the request for optional tanking provision (selected routes only) on the Flight Plan Message (e.g., AMBER2A/TN).

AMBER1A, AMBER1B (NFL via R-2508)

AMBER1A	PYRAS-SXC-LAX-CHADS(NID226051)-	ALTITUDE: FL260
	R-2508-EWALD(BTY274071)-MVA334010	or FL390
AMBER1B	MVA344010-EWALD(BTY274071)-R-2508-	FL270
	(NID226051)-LAX-SXC-PYRAS	or FL410

Tanking available on route: NO

AMBER2A, AMBER2B (NFL)

AMBER2A	PYRAS-SXC-LAX-J5-TIOGA-NFL	ALTITUDE: FL260
		or FL390
AMBER2B	NFL-TIOGA-J5-LAX-SXC-PYRAS	FL250
		or FL410

Tanking available on route: YES	TANKING ALTITUDES:
	2A - FL200B220
	2B - FL190B210

AMBER4 (NLC)

AMBER4	PYRAS-SXC-LAX-J5-EHF-NLC140040-NLC	ALTITUDE: FL240
		or FL390

Tanking available on route: NO

AMBER5A, AMBER5B (NID)

AMBER5A	PYRAS-SXC-LAX-CHADS(NID226051)-NID	ALTITUDE: FL280
		or FL390
AMBER5B	NID-CHADS(NID226051)-LAX-SXC-PYRAS	FL270
		or FL410

Tanking available on route: NO

FACSFACSDINST 3120.1E

AMBER6A, AMBER6B (R-2524)

AMBER6A	PYRAS-SXC-LAX-CHADS(NID226051)-	ALTITUDE:	FL280
	PMD015070-R-2524	or	FL390
AMBER6B	R-2524-PMD015070-CHADS(NID226051)-LAX-		FL270
	SXC-PYRAS	or	FL410

Tanking available on route: NO

AMBER8A, AMBER8B (R-2508)

AMBER8A	PYRAS-SXC-LAX-CHADS(NID226051)-	ALTITUDE:	FL280
	R-2508	or	FL390
AMBER8B	R-2508-CHADS(NID226051)-LAX-SXC-PYRAS		FL270
		or	FL410

Tanking available on route: NO

AMBER9 (NUW)

AMBER9	PYRAS-SXC-LAX-J5-SEA-DARIN-NUW	ALTITUDE:	FL240
		or	FL390

Tanking available on route: NO

AMBER11A, AMBER11B (W-283/W-285A)

AMBER11A	PYRAS-SXC-VTU-RZS-MQO-MQO292037-	ALTITUDE:	FL260
	BSR228037	or	FL390
AMBER11B	BSR228037-MQO292037-MQO-RZS-VTU-SXC-PYRAS		FL250
		or	FL410

Tanking available on route: NO

AMBER12A, AMBER12B (W-260/W-513)

AMBER12A	PYRAS-SXC-VTU-RZS-J501-PESCA-	ALTITUDE:	FL260
	SPOTS(PYE249046)	or	FL390
AMBER12B	SPOTS(PYE249046)-CYPRS-MQO-RZS-VTU-		FL250
	SXC-PYRAS	or	FL410

Tanking available on route: NO

AMBER13A, AMBER13B (UTTR/R-6405 via R-2508)

AMBER13A	PYRAS-SXC-LAX-CHADS(NID226051)-	ALTITUDE:	FL260
	R-2508-HAMBO(BTY283060)-TPH-ELY-	or	FL390
	ILC002087-R6405		
AMBER13B	R-6405-ILC002087-ELY-TPH-HAMBO(BTY283060)-		FL270
	R-2508-CHADS(NID226051)-LAX-SXC-PYRAS	or	FL410

Tracking available on route: NO

NOTE ON ROUTE AMBER 13: Aircraft at FL390 or FL410 on this route can expect altitude change or vectors in Salt Lake City Center airspace due to heavy en route traffic between R-4807 and R-6405.

AMBER14A, AMBER14B, AMBER14C (R-4807 via R-2508)

AMBER14A	PYRAS-SXC-LAX-CHADS(NID226051)-	ALTITUDE: FL240
	R2508 (DELAY)	or FL390
AMBER14B	R-2508-HARNE(BTY274027)-BTY350035/	FL200B210
	D0+40(R4807)-HARNE(BTY274027)-R-2508	
	(Delay R-2508)	
AMBER14C	R-2508-CHADS(NID226051)-LAX-SXC-PYRAS	FL250
		or FL410

Tanking available on route: NO

NOTE 1: For AMBER 14B, Los Angeles ARTCC will provide a block of airspace from BTY274027 to BTY350035. The strike lead shall ensure coordination is accomplished with Joshua Approach Control five minutes prior to any aircraft exiting the R-2508 Complex on AMBER 14B, and will advise the TRACON when all aircraft are re-established within R-2508.

NOTE 2: This route is divided into three segments to avoid confusion due to the required change in altitude for the B segment.

**2.8.3. GREEN ROUTES.**

GREEN1A, GREEN1B (VR-1211)

GREEN1A	ORDER-MZB-JLI-IPL-IPL325020-	ALTITUDE: FL210
	IPL308025(PT A)-VR-1211	
	(DELAY VR-1211)	
GREEN1B	IPL307025(PT F)-IPL-MZB-ORDER	FL200

GREEN2A, GREEN2B (VR-1257)

GREEN2A	W-291-SXC-LAX-PMD-VCV153017-	ALTITUDE: FL260
	(PT K)VR-1257 (DELAY VR-1257)	
GREEN2B	JLI143005(PT Q)-JLI-MZB-ORDER	FL200

GREEN3A, GREEN3B (VR-1266)

GREEN3A	ORDER-MZB-JLI-TRM-TRM078045-	ALTITUDE: FL210
	BLH233022ABEL(PT B)-VR-1266	
	(DELAY VR-1266)	
GREEN3B	JLI085032(PT H)-JLI-MZB-ODRER	FL220

GREEN4 (IR-211)

GREEN4	W-291-SXC-VTU-LAX262054(PT A)-	ALTITUDE: 16,000
	IR211-DAG294054(PT I)-PMD-LAX-SXC-W-291.	
	REQ FL260 AT PT I	

FACSFACSDINST 3120.1E

GREEN5 (IR-212)

GREEN5 ORDER-MZB-JLI-TRM-DAG156042(PT A)- ALTITUDE: FL210  
IR-212-DAG325048(PT G)-PMD-LAX-SXC-W-291  
REQ FL260 AT PT G

GREEN6 (IR-213)

GREEN6 ORDER-MZB-JLI-TRM-DAG156042(PT A)- ALTITUDE: FL210  
IR-213-PKE084001(PT K)-TRM-JLI-MZB-ORDER  
REQ FL220 AT PT K

GREEN7 (IR-216)

GREEN7 ORDER-MZB-JLI-TRM-TNP042004(PT A)- ALTITUDE: FL210  
IR-216-TRM088035(PT E)-TRM-JLI-MZB-ORDER  
REQ FL220 AT PT E

GREEN8 (IR-217)

GREEN8 ORDER-MZB-JLI-TRM-PKE279022(PT G)- ALTITUDE: FL210  
IR-217-TRM154031(PT K)-TRM-JLI-MZB-ORDER  
REQ FL220 AT PT K

**2.9. PREFERENTIAL ENTRY/EXIT FIXES TO/FROM NOCAL AREAS.** Routes not shown may be coordinated with the appropriate sector or internal stereo routes used.

<u>From</u>	<u>To</u>	<u>Route</u>
W-283/285	NLC	KIGHT direct HAWKK direct NLC
	NFL	KIGHT direct PXN direct ELCAP direct RHIDE direct NFL
	NUW	36°45'N/123°15'W direct RAINS direct PYE direct J501 direct HQM direct NUW200030 direct NUW
	R-2508	KIGHT direct NLC direct KIOTE direct R2508
	SOCAL	BSR228037 direct MQO293037 direct RZS direct VTU direct SXC direct OCN
	W-291	AMBER11B: BSR228037 direct MQO292037 direct MQO direct RZS direct VTU direct SXC direct PYRAS (FL250 or FL410)
R-2508	W-283/285	SWOOP direct NLC direct BSR direct BSR228037
	W-260/513	EWALD direct SAC direct ENI direct ENI200032

NUW	W-283/285	NUW direct NUW225020 direct OLM direct J126 direct EUG direct J143 direct PYE direct RAINS direct 36°45'N/123°15'W
	W-260/513	NUW direct NUW225020 direct OLM direct J126 direct EUG direct J143 direct ENI direct ENI200032
W-260/513	NLC	PYE270023 direct PYE direct OAK direct PXN direct HAWKK direct NLC
	NFL	ENI200032 direct ENI direct FMG direct RHHH direct NFL
	NUW	ENI200032 direct ENI direct OED direct J501 direct HQM direct NUW200030 direct NUW
	R-2508	ENI200032 direct SAC direct EWALD direct R2508

**2.10. EXIT FIXES AND FREQUENCIES FOR FAA INTERFACE.** Every attempt shall be made to utilize the established fixes listed below for exiting Warning Areas. These fixes are readily identifiable by ATC facilities and will expedite handling during normal operations and ensure smoother handling during emergencies.

a. For Whidbey Island:

- (1) From W-570:  
Exit Point: Not specific.  
Routing: Direct to HQM  
Below FL240                      Seattle ARTCC on 317.6/2690 MHz  
Above FL240                      Seattle ARTCC on 257.65/2690 MHz
- (2) From W-93:  
Exit point: Not specific  
Routing: Direct to ONP  
Below FL240                      Seattle ARTCC on 239.0 MHz  
Above FL240                      Seattle ARTCC on 360.7 MHz
- (3) From W-460/237:  
Exit point: Not specific  
Routing: Direct to TOU  
Below FL240                      Seattle ARTCC on 269.0 MHz  
FL240 and above                  Seattle ARTCC on 269.0 MHz

b. For California based Airports Exiting NW Fleet OPAREAs:

- (1) From W-570:  
Exit point: Not specific  
Routing: Direct ONP  
Below FL240                      Seattle ARTCC on 317.6/269.0 MHz  
FL240 and above                  Seattle ARTCC on 257.65/269.0 MHz
- (2) From W-93:

Exit point: Not specific  
Routing: Direct to FOT  
Below FL240 Seattle ARTCC on 269.0 MHz  
FL240 and above Seattle ARTCC on 360.7 MHz

- (3) From W-460/237:  
Exit point: Not specific  
Routing: Direct to HQM  
Below FL240 Seattle ARTCC on 269.0 MHz  
FL240 and above Seattle ARTCC on 269.0 MHz

c. For NAS Lemoore:

- (1) From W-260 or W-513:  
Exit point: PYE245018  
Below 8000 feet MSL Oakland ARTCC on 353.5 MHz  
9000 feet MSL-FL230 Oakland ARTCC on 323.0 MHz  
FL240 and above Oakland ARTCC on 306.2 MHz
- (2) From W-285A:  
North Exit point: Not specific  
South Exit point: KIGHT (BSR228025)  
Below FL240 Oakland ARTCC on 307.0 MHz  
Above FL240 Oakland ARTCC on 290.5 MHz
- (3) For MCAS Miramar:  
From W-291:  
Exit point: WIZKY (NKX250035)  
Exit point: SIERA (NKX200031)  
Below 17,000 feet MSL San Diego Approach on 281.1 MHz  
FL180-230 Los Angeles ARTCC on 291.7 MHz  
FL240 and above Los Angeles ARTCC on 277.4 MHz
- (4) For NAS North Island:  
From W-291:  
Exit point: ORDER (MZB247025)  
Exit point: ZOOLU (PGY256036)  
Below 15,000 feet MSL San Diego Approach on 285.2/125.15 MHz  
FL180-230 Los Angeles ARTCC on 291.7 MHz  
FL240 and above Los Angeles ARTCC on 277.4 MHz  
Note: ZOOLU is used by VFR traffic to NAS North Island.
- (5) For MCAS El Toro:  
From W-291:  
Exit point: HOOKE (CH 119 185038)  
Must be established at 6,000 feet MSL (or as assigned by ATC) at HOOKE DME fix, expect to contact Coast Approach just prior to reaching HOOKE on 380.2 MHz.

**2.11. INLAND STRIKE PLANNING.** Flight leads shall squawk pre-assigned Mode III codes. All other members of the flight shall retain pre-assigned Mode IIIs in standby to be used if separated from the flight. The first and last aircraft in non-standard tanking formations are required to squawk Mode III.



a. Flight leads shall request all ATC clearances from "BEAVER". Clearances requested more than 30 minutes prior to proposed times can expect a delay (flight plans are not available for issue until 30 minutes prior to ETD).

b. Flight leads can expect to proceed as filed. Whenever possible, ARTCC will clear flights for complete route of flight to/from targets. When a full route clearance is issued, all strike aircraft will be MARSA for entire route. Flight leads will receive "Expect Further Clearance" and "Expect Further Clearance Time" if full route clearances cannot be issued.

c. Entrance into Class "A" airspace is prohibited until radio contact is established with ARTCC and IFR clearance received. Aircraft departing target complexes will join as flights to the maximum extent possible. Flight leads will squawk Mode IIIs with wingman's transponder in standby. Single aircraft and/or flights shall establish and maintain a minimum of 5 NM separation between elements.

**2.12. ROUTING INTO CONTROLLED AIRSPACE ADJACENT TO EASTPAC OPAREAS OFFSHORE.** Every attempt shall be made to file prior to launch. When not feasible, standard in-flight filing procedures shall be followed. When filing an IFR leg, the first fix shall be located within the Warning Area. Expect possible delay for processing and spacing into the heavy traffic flow in Los Angeles and Oakland ARTCC airspace.

**2.12.1. FIXED WING VFR FLIGHTS FROM SOCIAL OFFSHORE.** Departing the Warning Area in VMC under VFR is contrary to COMNAVAIRPAC and CNO policy, which calls for all flights to be conducted under positive control to the maximum extent practicable as per OPNAVINST 3710 (SERIES) Chapter 4, (4.6.3.2). Although VFR exit/entry from a Warning Area is possible, it should be reserved for events requiring special handling (e.g., inflight emergencies).

**2.13. REAL-TIME REQUESTS FOR ADDITIONAL AIRSPACE.** As soon as it becomes apparent that additional airspace outside of W-291 is necessary to safely complete a mission, FACSFAC San Diego shall be notified by the most expeditious means available. Aircraft shall not be launched, recovered, marshaled, vectored, diverted, etc. in controlled airspace without the permission of the controlling agency. Expect up to three hours lead-time to coordinate an airspace request. This includes after-hours requests for NAWCWPNS Pt Mugu Warning Areas, which are routinely released to Los Angeles ARTCC whenever NAWCWPNS has finished operations.

a. Controlled Area Extension (CAE) 1177. Beginning at Santa Catalina VORTAC (SXC) 10-55 DME at 9,000 feet to FL600, SXC 55 DME outbound at 5,500 feet to FL600. CAE1177 runs the length of W-291's western boundary. It is controlled by Los Angeles ARTCC and shall not be entered by military aircraft without prior approval. FACSFAC can coordinate with Los Angeles ARTCC for real-time crossing of CAE1177. Air capable units should notify FACSFAC at least two hours prior for airspace required in CAE1177. Request shall contain the following: time, altitude and DME limitations referencing the SXC VORTAC.

b. NAWCWPNS Pt Mugu Airspace W-60/61/289/290/532 and 537. Routine pre-planned exercises or operations in NAWCWPNS airspace shall be coordinated directly with NAWCWPNS Pt. Mugu. Real-time requests for use of NAWCWPNS airspace may be coordinated through FACSFAC. When the requested airspace is

no longer required for air operations, it must be released to the appropriate controlling agency, (NAWCWPNS during normal working hours or Los Angeles ARTCC at other times).

**2.14. BINGO/EMERGENCY DIVERTS.**

a. BINGO. A "BINGO" aircraft, will be assimilated into the National Airspace System as expeditiously as possible. The decision to utilize the term "BINGO" may be made by the aircrew, air capable unit's CO or CVW commander. However, FAA publications do not define the term "BINGO" as an emergency term and it does not indicate to ATC personnel that an aircraft is experiencing difficulties. Ensure each new ATC agency, upon initial check-in, is familiar with the emergency declared and the handling requested. If expeditious handling is necessary, the pilot shall state "MINIMUM FUEL" to ATC facility upon initial contact and request expeditious handling. The term "MINIMUM FUEL" is advisory in nature and special handling by ATC facilities is not mandatory. If an aircraft has reached a fuel state requiring exacting profile flight, it has reached "EMERGENCY LOW FUEL STATE" and the pilot must declare an "EMERGENCY", stating time in minutes the aircraft can remain airborne. Once an emergency has been declared, if not already selected, IFF transponder shall be set to emergency 7700 (do not reset to another transponder code for duration of flight unless directed by ATC, doing so can cause confusion between the numerous controlling agencies coordination special handling). Initial "BINGO" instructions issued by CATCC may be amended by ATC agencies. Any modification of call signs will complicate the problem and should be avoided.

b. DIVERT. An aircraft inbound without an emergency is simply a "DIVERT". No special handling should be expected by divert aircraft. Air Operations should plan fuel requirements for divers based upon hot areas which must be avoided.

**2.15. CARRIER FLY-OFFS.** Fly-offs fall into two categories, post deployment and completion of EASTPAC OPAREAs operations. Although similar in nature, the post-deployment fly-off normally requires more coordination due to greater launch distances and the CV/CVW's absence from routine interface with the FAA and the National Airspace System. FACSFAC will liaison with the FAA and other agencies owning and managing airspace into which the CV/CVW will fly.

a. Sequence of Events/Responsibilities. Unless special circumstances arise, the following sequence of events and responsibilities shall be standard for all fly-offs IAW CNAP OPORD 201.

(1) 30 days prior to post-deployment fly-offs or 10 days prior to pre-deployment fly-offs, provide FACSFAC with the projected date/time of fly-off, launch position, expected number/type/destination of aircraft and any special requirements. Use of an E-2 as communications "middleman" is highly recommended.

(2) FACSFAC will:

(a) Coordinate routes of flight with the FAA.

(b) Schedule special use airspace (Warning Areas, AR tracks, etc.) as necessary to accommodate the most direct route of flight and satisfy other mission requirements.

(c) Process request for stationary altitude reservations (ALTRV's) for launch/rendezvous and initial route of flight.

(d) Provide ship/airwing with fly-off instructions via message at least 5 days prior to fly-off. Fly-off instructions will include approved ALTRVs for launch/rendezvous, initial route of flight, FAA/ ARTCC preferred routes to each destination, altitudes, frequencies, check-in points, flight size limits and in-trail requirements.

(3) The CV/CVW may request modification of the prearranged fly-off plan and shall immediately notify FACSFAC of any change of projected launch point/times. Continuous communication with applicable ARTCC and FACSFAC is highly recommended.

(4) Twenty-four hours prior, air capable units will submit flight plan message as per this chapter.

(5) Contact FACSFAC San Diego at least one hour prior to launch for weather brief and any last minute changes.

(6) To enhance safety of flight and compatibility with the NAS, flight operations shall originate within W-291 to the maximum extent possible. When circumstances require flight operations east of W-291, the following procedures shall apply:

(a) Unit shall contact FACSFAC at least 2 hours in advance of intended operations. Specific flight intentions must be made with FACSFAC Facility Watch Supervisor COMM (619) 545-1775 and SOCAL Radar Supervisor, San Diego Sector COMM (619) 537-5916.

(b) Aircraft departing USS Ship shall maintain at or below 1,500 feet and proceed west direct W-291. Contact BEAVER for clearance and altitude instructions. Ensure departure corridor is clear of Lindbergh Airport Approach pattern by at least 10 NM, at no time will aircraft enter San Diego Class B airspace without clearance.

(c) IFR flight clearances will originate within W-291 in accordance with ships flight plan message.

**2.15.1. FLY-OFF PROCEDURES/CONSIDERATIONS.** All aircraft **shall** use their filed call-sign.

a. Submission of a flight plan does not constitute an IFR clearance. Check-in and receipt of a clearance from ARTCC or BEAVER is required to proceed into Class "A" airspace.

b. Each aircraft in a flight will be assigned an individual call sign and squawk Mode III code 4000 while operating in ALTRV/Warning Area airspace. Flight leads shall squawk normal with wingmen's transponder in standby. All aircraft shall use their filed call sign.

c. Aircraft shall rendezvous in the block of airspace assigned and be at the assigned altitude prior to leaving the airspace and remain at that altitude until contact with the ARTCC is established. Air capable units shall maintain minimum separation required by the ARTCC or other controlling

agency between flights departing the airspace at filed altitudes. Flight leads shall report lineup "as filed" or detail any changes on initial contact with the ARTCC. Late launchers may join subsequent flights, if desired, as long as all requirements are met. Communications aircraft should be used whenever possible to establish early contact with the cognizant ARTCC.

d. Air refueling in controlled airspace (other than as indicated on approved flight plans) must have prior approval from ATC.

e. Flight leads may request flight plan or altitude changes, if desired, after initial contact with the ARTCC. Under no circumstances (except In-Flight emergencies) are aircraft to deviate from assigned block altitudes or ALTRV boundaries without clearance from the controlling agency. DUE REGARD is not an option. Flights may request higher altitude and direct routing when in radio and radar contact of cognizant ARTCC. Approval of enroute request is dependent on ATC workload.

f. The last flight within an ALTRV shall advise the ARTCC of fly-off status. Stragglers will be coordinated through FACSFAC on a case-by-case basis.

g. Once aircraft are under the control of the ARTCC or approach control, group visual/radar or individual instrument approaches may be requested as weather and local regulation dictate.

h. Cognizant Type Wing Commanders must approve full squadron or multi-division fly-bys at destination air stations.

i. If unable to establish two-way communications with ARTCC crossing mandatory check-in points aircrew should make a guard transmission to establish communications. If still unable, squawk Lost Comm 7700/7600 and continue with the flight route.

**2.15.2. ARRIVAL REPORTS.** Air capable ships operating in EASTPAC OPAREAs may request arrival reports on any aircraft departing the ship that will be landing ashore. If the ship has radio communication with "BEAVER", the request may be made when passing inbound flight information to "BEAVER". If the ship has no communications with "BEAVER" they may go through any Flight Service Station (FSS) with the request. In any event the destination airfield shall send an immediate message response to the ship when the aircraft is on deck and notify FACSFAC via landline for radio relay to the ship if communications are re-established.

## CHAPTER 3

### EASTPAC SYNOPSIS/USER'S REQUEST

**3.1. EASTPAC SYNOPSIS.** Units shall be cognizant of operations by others in the same or adjacent areas through which they may transit. In the interest of safe and efficient area utilization, information concerning assignments and operations within the offshore OPAREAs is published by FACSFAC San Diego in the NOCAL/SOCAL OPAREA Synopses.

**3.1.1. MONTHLY GUIDELINES.** In the interest of reducing the volume of administrative message traffic, a monthly SOCAL/NOCAL Guideline message is published monthly. This message promulgates unchanging operational and safety notes in effect for fleet operations conducted in EASTPAC OPAREAs. Each synopsis will refer to this message during the current month if publication.

**3.1.2. SOCAL OPAREA.** A synopsis message is transmitted to AIG 213 each weekday except Friday for the next 24 or 48 hour period. This synopsis reflects events that require airspace or exclusive OPAREA(s). Co-Use events that do not require airspace may also be listed if scope of mission or events warrant. ISE, ECC and similar independent operations will not be reflected and are approved on a not-to-interfere basis (NIB) with events listed. The synopsis is updated by message traffic and via ATIS 282.0 MHz when changes occur.

a. Address Identification Group 213 (AIG213). Users operating within EASTPAC SOCAL OPAREA shall include AIG 213 on their serving telecommunications guard list in order to receive OPAREA synopsis messages.

**3.1.3. NOCAL OPAREA.** A synopsis message is transmitted to AIG 315 each weekday except Friday for the next 24 or 48 hour period. This synopsis reflects events that require airspace or exclusive OPAREA(s). Co-use events that do not require airspace may also be listed if scope or mission warrant. ISE, ECC and similar independent operations will not be reflected and are approved on a not-to-interfere basis (NIB) with events listed. The synopsis is updated by message traffic when changes occur.

a. Address Identification Group 315 (AIG315). Users operating within EASTPAC NOCAL OPAREA shall include AIG 315 on their serving telecommunications guard list in order to receive OPAREA synopsis messages.

### 3.2. SCHEDULING PRIORITIES.

a. Operational missions, SARs, MEDEVACs and Drug Interdiction will preempt all other Fleet OPAREA activity. OPAREA Coordinators and Scheduling Authorities shall closely monitor operational missions to minimize interference to scheduled events.

b. Operational Commanders may be requested by Scheduling Authorities to resolve conflicts for Fleet OPAREAs with units under their control and to submit a composite request to the Scheduling Authority.

c. Scheduling conflicts will ultimately be resolved by the OPAREA Scheduling Authority. Users may anticipate requests being evaluated and scheduled by priority code and timely submission. In case of conflict, the information in item (H) of the user's OPAREA Request will be used to determine scheduling priorities.

d. The THIRD Fleet Scheduling Conference will alleviate potential conflict between Navy COMPTUEX/JTFEX and Marine WTI (e.g., the 3<sup>rd</sup> quarter conference will schedule 3<sup>rd</sup> quarter COMPTUEX/JTFEX and WTI and review the 2<sup>nd</sup> quarter schedule for emergent conflicts). Since the WTI does not require exclusive use of targets during its six week duration, the potential exists for accommodating both requirements through prudent scheduling. In cases when conflicts cannot be resolved, COMPTUEX/JTFEX will have priority.

e. The scheduling priority matrix contained in this section applies to OPAREAs under the Scheduling Authority of FACSFAC San Diego and FACSFAC Pearl Harbor. A number-letter-number code has been designed to assist scheduling agencies in determining relative priority for assigning available OPAREAs and services. The first character determines actual priority, while the second and third characters are intended as amplifying information. Each user will include in item (H) of the request the priority code which best describes the circumstances under which the OPAREA will be utilized. Priority code characters are:

First Character	Exercise Priority
	(1) Advanced, combined, or major fleet exercises (i.e., JTFEX, RIMPAC) CNO/CMC Priority One Project JCS Exercises SSBN FCEI SSN POMCERT Counter-Drug SPECOPS
	(2) TSTA A,B,C,D Final Evaluation Period (FEP) COMPTUEX-A/M/T,FBP CNO/CMC Priority Two Projects Deployment Transit Submarine Tactical Readiness/MK 48 Torpedo Certification/FRS/TRACOM CQ Weapons and Tactics Instruction (WTI) COMNAVAIRPAC OOC Training (KANE EAST) FFARP CSSQT FMS (Foreign Military Sales)
	(3) CART II Submarine Prospective Commanding Officer Training (PCOSS) Submarine Type Training (TORPEX, KILOEX) Marine Corps Combat Readiness Evaluation (MCCRES) INSURV Trails

TORPEX (Aircraft/Ship)  
Ship's Qualification Test (SQT)  
Naval Surface Fire Support (NSFS)  
Weapon System Accuracy Test (WSAT)  
Surface-to-Air Missile Exercise (SAMEX)  
Air-to-Surface Missile Exercise (ASMEX)  
Surface-to-Surface Missile Exercise  
(SSMEX)  
Naval Gunfire Spotter Training (SFCPEX)  
Submarine DIVOPS  
CV Inland Strikes  
Aircraft Weapon Schools (i.e., NFWS,  
CAEWWS, SWATS, etc.)  
Air Combat Tactics Instructor (ACTI)  
Certification  
Fire Support Coordination Exercise (FSCEX)  
Mine Readiness Certification Inspection  
(MRCI)  
Threat Avoidance Training  
SPECWAR OTB Training

(4) CVW Operations  
Ship/Submarine Acoustic Trails (SSRNM)  
Submarine Exercises (PACSUBASWEX)  
Sonar System Certification  
Tactical Air Control Party Exercise  
(TACPEX)  
Large Caliber Weapons Firing Exercise  
(FIREX)  
Close Air Support (CAS)

(5) FRS Training/Detachments  
Fleet Squadron Unit Level Training  
RACOM  
Final Contract Trails (FCT)  
Laser Guided Weapons System Accuracy  
Evaluation (LASER WPN EVAL)  
Amphibious Raid Exercise (RAIDEX)  
Night Vision Goggle Training

(6) AIC/ASTAC Training  
Ships Annual Training  
Mother SUB/DSRV Training (MOSUB)  
Minelaying Exercise (MINEX)  
Returning Transit Unit  
CNO/CMC Priority Three Projects  
Ship's Characteristics Trails (SCT)  
Anti-Tank Missile Firing Exercise (ATMEX)  
Reconnaissance Training (RECONEX)  
Hydrographic Training (SCUBA)  
Individual Weapons Firing Exercise (ATMEX)  
Engineer Demolition Training (DEMO)  
Amphibious Assault Training (AAV)

	Infantry Field Exercise (FEX) Other DOD Exercises
Second Character	Services Requirement
	(1) Services Required (i.e., Instrumented Ranges, Air Services, Towed Sled, etc.)
	(2) Services Not Required.
Third Character	Deployment Schedule
	(1) User deploying within 30 days
	(2) User deploying within 31-90 days
	(3) DON non-deploying command (i.e., FRS, VT, Naval Reserve Force Training, NSFS Spotter Training, FCTCPAC, etc)
	(4) User deploying in excess of 91 days
	(5) User is other than DON

NOTE: These priorities are not applicable for the NAWCWPNS Pt Mugu OPAREAs.

**3.3. USAGE LIMITATIONS.** Current NOTAMs and NOTEMARs should be checked prior to entering any OPAREA.

**3.3.1. NOCAL:**

a. Neither ordnance nor pyrotechnics will be expended within eight miles of Cordell Bank at 36°01'N/123°25'W or within three miles of Noonday Rock at 37°48'N/ 128°11'W.

b. Bombs dropped in the offshore areas will be dropped only in deep water, clear of commercial fishing activities.

c. W-283/285A and W-513 are deactivated on weekends and may be scheduled via ALTREV with 96 hour prior notice. For weekend scheduling, contact FACSFAC San Diego Scheduling Office during normal working hours 0800-1600 Monday thru Friday.

**3.3.2. SOCAL:**

a. No unit shall transit FLETA HOT, P-2/3, SOAR or SHOBA at any time without clearance from "BEAVER" due to frequent short notice scheduled hazardous events.

b. Whenever carrier flight operations are being conducted, GRID Blocks 2801/ 2812XX (the Southwestern portion of FLETA HOT) will not be scheduled for exclusive events. P-2/3 will be co-use, however, this area may



be scheduled real-time for ACM if flight operations allow. All "Papa Areas" may be hard-decked at 10,000 feet for ACM aircraft who are non-participants.

**3.4. OPAREA REQUEST.** User's shall submit requests, as indicated under individual OPAREA procedures, to the cognizant Scheduling Activity (Scheduling Authority if no Scheduling Activity is listed). Normally, requests should meet lead-time requirements for the OPAREA requested. Short-notice requests must provide justification and urgency in items (H) and (J) of the format for OPAREA Request.

a. NOCAL OPAREA. Requests for exclusive use areas should be limited to the minimum area required to complete the mission. All OPAREA requests shall be submitted in accordance with individual sub-OPAREA listings. Request for subsurface operations shall be addressed to, and approved by COMSUBTRAGRU WEST COAST BANGOR WA //N3//, info COMSUBRON ELEVEN.

b. For multi-unit exercises, the OCE is responsible for ensuring a single OPAREA request is submitted. Paragraph 1 of the request should list all participating units. The OCE will establish liaison with the Scheduling Authority/Activity sufficiently well in advance of the exercise to permit orderly scheduling of Fleet OPAREAs.

c. Instrumented training ranges provide the preferred environment for the accomplishment of many training exercises. This is particularly true when costly exercise ordnance and support assets are being utilized, as every effort to protect these assets from loss should be made. For this reason, instrumented training ranges shall always be used, when available, for support of applicable exercises.

d. Users will follow specific control, management, safety and reporting instructions listed in this manual, as well as under each individual area description.

e. **Operations requiring the use of San Clemente Island for ground support (ie; troop or equipment staging) must fill out items m through y, listed in paragraph 3.4.3.**

**3.4.1. LEAD TIME.** The normal lead-time for scheduling requests is two weeks (14 days). However, due to the unique requirements of some Fleet OPAREAs and to facilitate detachment planning, optimal or permissible lead-times are delineated (as applicable) in the specific Fleet OPAREA descriptions. Those longer-than-normal lead-time requests may be tentatively scheduled at the Scheduling Activity's prerogative and are subject to preemption by a higher priority requirement. Prior coordination by telephone is highly recommended.

a. PRE-EX- For an event that requires commercial air services, the PRE-EX shall be sent three (3) working days prior to the event. All PREEX's with CAS EW services must also be addressed to FIWC DET San Diego, CA. For an example of a PRE-EX refer to the FXP (series).

**3.4.2. REQUEST FOR TRAINING SERVICES SUPPORT.**

a. Surface units desiring training services support for TSTA/CART portion of FXP designated exercises will submit requests to the appropriate COMAFLOATRAGRU. Requests for training services support for non-TSA/CART portion of FXP exercises, i.e., INSURV trails, etc., will be submitted to the appropriate IMMEDIATE Superior in Command (ISIC) for action. Training services for major Fleet exercises such as JTFEX, MEFEX, COMPTUEX, etc., will be allocated at the quarterly Third Fleet Scheduling Conference and the OCE will submit requirements to COMTHIRDFLT; however, air services for COMTHIRDFLT exercises will be requested by Officer in Tactical Command (OTC) only.

b. FACSFACSD is the COMNAVAIRPAC commercial air services scheduler. Requesters should submit quarterly Air Service Requests to their ISIC two weeks (14 days) after receiving their approved quarterly schedule from COMTHIRDFLT. OTCs for JTFEX/COMPTUEX/ MEFEX and Orange Force OTC should submit air service requirements to COMTHIRDFLT NLT three weeks after the COMTHIRDFLT Schedule Conference. Exercise OPAREA requests are still required for OPAREA and service confirmations. If aircraft cancellations are required due to equipment problems, weather or schedule changes, it is requested that the unit involved advise "BEAVER" at least three hours prior to COMEX.

(1) COMNAVAIRPAC San Diego, Quarterly Air Services Schedule DOES NOT constitute confirmation of Commercial Air Services (CAS). These services WILL NOT be confirmed without an OPAREA/Air Services request per this manual. Queries concerning availability of Commercial Air Services, scheduling and cancellations may be directed to Mr. Larry Noel at DSN 735-1758 or Mr. Rich Elliott at DSN 735-1757.

c. Fleet units requiring NAWCWPNS Pt Mugu resources other than air/seaspace should comply with COMTHIRDFLTINST C3500.5 (series).

d. Requests for additional Mode III IFF codes for aircraft will be submitted to FACSFAC San Diego (Code 34) for coordination in all exercises on the Continental West Coast.

e. Units requiring Commercial Air Services with EW services must advise FIWC of specific requirements. Point of contact is Mr. Russ Spoto at DSN 577-3345.

**3.4.3. FORMAT FOR REQUESTS OF FLEET OPAREA SERVICES, SAN CLEMENTE ISLAND.**

Request for Fleet OPAREAs and exercise services should generally be UNCLASSIFIED and shall be in the format described below. Information should be furnished using item designators listed in this article. OMIT NON-APPLICABLE ITEMS:

- a. Item A. Unit(s) to utilize the area/target give ship/unit name or squadron number and number of participants.
- Item B. Type exercise.
- Item C. Exclusive or co-use (EXCLUSIVE FOR HAZARDOUS OPERATIONS).
- Item D. Area of target requested, including desired altitudes as applicable.

- Item E. Date and COMEX/FINEX of each period desired.
- Item F. Weapon Information: ((1))/(2))/(3))/(4))
  - (1) Type of weapon or aircraft.
  - (2) Type of ordnance to be utilized.
  - (3) For ships: Max ordnance and range of weapon. For aircraft: Max operating altitude or max ordnance altitude as applicable.
  - (4) Type of target.
- Item G. Acceptable alternate area(s), date(s), or time(s) and amplifying remarks.
- Item H. Priority (see section 402.e).
- Item I. TACP/TAC (A) requirements.
- Item J. Remarks and/or services requested. Include point of contact and phone number, if applicable.
- Item K. Any special requirements.
- Item L. Pre-exercise briefing. Provide date, time and location of briefing by range personnel.
- Item M. Schedule of events.
- Item N. Number of personnel (Officer, Enlisted, Civilian, denote gender)
- Item O. Berthing requirements.
- Item P. Messing requirements.
- Item Q. Amount of potable water required in the field.
- Item R. Type and number of vehicles, heavy equipment, aircraft, or watercraft required.
- Item S. Amount and type of fuel required.
- Item T. Job order and/or applicable accounting information.
- Item U. Number, type and frequency range of electronic equipment to be used.
- Item V. Proposed mode of transportation to and from area of operations.
- Item W. Proposed mode of transportation to and from SCI.
- Item X. Proposed mode of transportation/entry point and type of hazardous material (cargo) as per CFR 49
- Item Y. Name/rank/branch of service, of individual in charge of operation on SCI.
- Item Z. Any special requests or additional information.

OPAREA/SERVICE/SCI USE REQUEST (EXAMPLE)

FROM: CG FIRST MARDIV

TO: FACSFAC DET SCORE SAN DIEGO CA//215//

INFO: NALF SAN CLEMENTE ISLAND

UNCLAS//N03120//

MSG/GENADMIN/1MARDIV//

SUBJ: OPAREA/SERVICE/SCI USE REQUEST//

REF/A/DOC/FACSFACSDINST 3120.1//

AMPN/REF A IS MANUAL OF EASTPAC AND MIDPAC FLEET OPERATING AREAS//

POC/I.C.EWE/CAPT/FIRST MARINE DIVISION/760-725-1234/DSN 361-1234//

RMKS/

1. FOLLOWING REQUEST SUBMITTED IAW REF A.
2. A. FIRST MARINE DIVISION
  - B. SPOTTER SERVICES

- C. EXCLUSIVE
  - D. SHOBA
  - E. 061200-061800, 071200-071200-071800 NOV 99
  - F. 5"/54//35K//25KYD
  - G. NONE
  - H. 3A1
  - I. NONE
  - J. NONE
  - K. NONE
  - L. 021200 NOV 99, LOCATION TBD
  - M. SCHEDULE OF EVENTS
    - 06NOV 0800 AIRLIFT TO OP3 VIA CH53E
    - 06NOV PREP OP3 FOR NGF AFTER CH53E DEPARTS
    - 06NOV 0800 LCU DEPARTS CAMP PEND FOR SCI TO DESIGNATED BREACHING SITE FOR OFFLOAD ONE HMMWV W/SAFETY RHIB/TRAILER
    - 06NOV 0800 NAVAL SHIPPING DEPARTS NAVSTA SAN DIEGO FOR SCI
    - TO DESIGNATED FIRING POSITION
    - 06,07NOV 1200-1800 NAVAL GUNFIRE TRNG. OP3
    - 06,07NOV NAVAL SHIP/LCU LAUNCH AND RECOVER CRRC VIC SCI AS DESIGNATED BY SCI
    - 08NOV RECOVER CRRC'S ABOARD NAVAL SHIPPING
    - 09NOV 1000-1400 CH53E RECOVER PERSONNEL FROM OP3
    - 09NOV LAUNCH CRRC'S ON NAVAL SHIPPING TO CAMP PEND.
    - 10NOV RECOVER CRRC'S ON NAVAL SHIPPING FROM CAMP PEND
  - N. PERSONNEL 25 (OFFICER 1-M,1-F/ENLISTED 18-M,5-F)
  - O. BERTHING NOT REQUIRED
  - P. MESSING NOT REQUIRED
  - Q. POTABLE WATER REQUIRED ENOUGH FOR 26 PERSONNEL FOR 4 DAYS
  - R. ONE SIX PASSENGER 4WD TRUCK
  - S. FUEL FOR ONE HMMWV FOR 4 DAYS
  - T. XXXYYY
  - U. COMM. VHF AND HF FREQ. FROM CAMP PEND. FREQ CONTROL
  - V. HMMWV
  - W. HELO/LCU
  - X. AC/NALF/ORDNANCE OR BARGE/WILSON COVE/MOGAS OR LCM/PYRAMID COVE/EXPLOSIVES OR OTB/NORTHWEST HARBOUR/SMALL ARMS
  - Y. CAPT JONES,USCM
  - Z. NONE
  - 3. PRE-EX MSG WILL FOLLOW UPON APPROVAL OF AREAS AND SERVICES. A/C WITH TDU
  - 4. PRE-EX MSG WILL FOLLOW UPON APPROVAL OF AREAS AND SVCS.//
- BT

**3.5. ELECTRONIC WARFARE (EW) SERVICES.** To schedule Electronic Warfare Range (EWR) services, refer to section 1.23 Fleet OPAREA descriptions for Electronic Warfare Range. To schedule Commercial Air Electronic Warfare (EW) services, refer to section 4.4, Electronic Warfare (EW) services.

**3.6. UTILIZATION REPORTS.** Utilization Reports are required for Military Operations Areas (MOAs) and some Restricted Areas, as indicated in the remarks paragraph of the OPAREA description. Reports shall be submitted to the Scheduling Activity as indicated in the following format:

- a. OPAREA/TGT
- b. Hours utilized
- c. Number/type aircraft
- d. Ordnance expended (if any)
- e. Cancellation date, time and reason
- f. Remarks

## CHAPTER 4

### COMMERCIAL AIR SERVICES (CAS)

**4.1. GENERAL.** FACSFACSD is responsible for scheduling all Commercial Air Services (CAS) for EASTPAC. FACSFACPH is delegated responsibility for scheduling all CAS for MIDPAC Fleet OPAREAs. A CAS Contract Representative is co-located in the FACSFACSD Scheduling Office and receives all message traffic through FACSFAC. The contract representative may be reached at COMM (619) 435-4518 and by message at PLAD: FLIGHT INTERNATIONAL REP SAN DIEGO CA//335C//. The contractor may also be contacted through "BEAVER" via radio communications. The contractor provides services seven days a week (excluding major holidays). The representative is authorized to receive and handle classified messages and attend classified briefings.

a. The contractor does not schedule aircraft services, however, the contractor can:

(1) Adjust assigned on-station times.

(2) Provide information about the availability of aircraft to be assigned by FACSFAC.

(3) Cancel previously scheduled services.

#### **4.1.1. Services Provided:**

- a. Detect-to engage profiles (DTEs).
- b. Missile profiles.
- c. Target towing for GUNEXs and MISSILEXs.
- d. AIC/ASTAC/ADC.
- e. Electronic Warfare (EW) including Threat Simulation, Jamming and Chaff drop.
- f. Raid profiles and simulated terrorist attacks to individual units.
- g. Major and minor fleet exercises.
- h. TSTAs.
- i. FEPs.
- j. CNO Projects and other special projects.

#### **4.1.2. Aircraft Capabilities:**

- a. Aircraft are equipped with:
  - (1) 1-UHF Transceiver.

- (2) 2-VHF Transceivers.
- (3) 1-Military Type TACAN.
- (4) 2-IFF Transponders (Modes III and C only).
- (5) 1-HF SSB Transceiver (designate frequency by window frequency).

b. Aircraft inventory and performance characteristics

	Speed (KIAS)	Ceiling	Max Time On Station
(1) Lear 24	180-460	45,000	2+50
(2) Lear 35/36	180-.83M	45,000	4+00
(3) PROP - (Not currently available on West Coast)			

4.1.3. Aircraft Performance Characteristics:

LEAR 24

ALTITUDE	MAXIMUM SPEED (KIAS)	TIME ON STATION	MINIMUM SPEED (KIAS)	TIME ON STATION
Sea Level	* 307	1 + 15	180	2 + 00
10,000	* 307	1 + 30	200	2 + 15
15,000	* 307	1 + 45	270	2 + 30
20,000	420	1 + 45	270	2 + 30
30,000	470	2 + 00	300	2 + 40
40,000	470	2 + 15	380	2 + 50
45,000	460	2 + 25	400	2 + 50

\* Maximum Airspeed Authorized below 15,000 feet.

LEAR 35/36

ALTITUDE	MAXIMUM SPEED (KIAS)	TIME ON STATION	MINIMUM SPEED (KIAS)	TIME ON STATION
Sea Level	* 307	2 + 00	180	2 + 50
10,000	* 307	2 + 00	200	3 + 20
15,000	* 307	2 + 00	270	3 + 30
20,000	359	2 + 00	270	3 + 40
30,000	.83	2 + 30	300	4 + 10
40,000	.83	3 + 05	380	4 + 30
45,000	.83	3 + 20	400	4 + 00

\* Maximum Airspeed Authorized below 15,000 feet.

4.2. **MISSION PLANNING.** When designating a rendezvous point, be aware that, by company policy, the contractor's aircraft cannot fly thorough any Papa Area between 5,000 and 40,000 feet unless that aircraft has been specifically assigned those areas by FACSFAC. Flight below 5,000 feet is permitted provided no air-to-air gunnery is scheduled in the Papa Area along the aircraft flight path.

a. Minimum altitudes:

- (1) Day: 100 feet
- (2) Night: (after sunset)-1,000 feet

b. Minimum ceiling/visibility requirements:

- (1) RIM 7/5"54/76MM requires 3,500 feet/10 NM
- (2) CIWS requires 2,500 FEET/5 NM

c. DTE profiles must be parallel to the coastline within NOCAL and PACNORWEST, or as directed by Oakland and Seattle ARTCC, and clear of exclusive (hot) areas in SOCAL.

d. Descending profiles and practice missile profiles must be executed within the confines of the assigned warning areas.

**4.2.1. Targets.**

a. The contractor provides three types of targets for firing exercises. These targets meet TDU-34 specifications and should be requested as TDU.

(1) TRX - A basic shape, orange body, white nose and tail cones with an RCS of 1.5 square meters in X-band. Used for 5"54 VTNF, 76MM VTNF, RIM-7 and CIWS firings.

(2) EXW - Same characteristics and use as TRX, but with a dark green body.

(3) TPT - Same as TRX, but with IR plume flame with a RCS of 1.5 square meters in X-band. Used for 76mm HE-IR. Each target is capable of four ignitions of approximately two minutes burn duration each pass. Ignition is by remote signal from the Lear Jet. Removal of radar reflectors for special tracking requirements must be specified. NOTE: With reflector removed, target is reduced to a RCS of 0.1 square meter.

b. During all towed-target missions, both the unit and aircraft must remain in visual contact with each other. Weather and ceiling requirements are essential to mission goals. For exercises requiring 22,000 feet of tow cable, the target has a 1540 foot droop below aircraft altitude. To ensure the target remains at least 500 feet above the water the tow aircraft must be at approximately 2200 feet. For CIWS exercises requiring 13,000 feet of tow cable, the target has a 950 foot droop below the aircraft. This requires the tow aircraft to be at least 1500 feet. The tow aircraft must also be in the clear, below all cloud layers. The tow aircraft will climb approximately 1000 feet after the target passes the ship before turning for additional runs. Because of this the minimum ceiling for CIWS firing exercises is 2,500 feet. For all other shoots the minimum ceiling is 3,500 feet. If the situation does not allow for mission completion, notify "BEAVER" by the fastest means available at least one hour prior to COMEX in the SOCAL OPAREAs and two hours prior for the NOCAL OPAREAs to hold the aircraft on deck.



c. The target will not be streamed until the tow aircraft is within the confines of the assigned airspace.

d. Tow aircraft will not normally be used for routine tracking missions. Units requiring routine tracking may request the Lear 24 (Slick) model, which costs significantly less per hour, for that purpose.

**4.3. PRE-EXERCISE (PRE-EX) MESSAGE.** The contractor has access to FXP series manuals. Originators of PRE-EXs using other than FXP format must ensure those exercise publications (e.g., RIMPAC) are made available to FACSFACSD and the contractor. Profiles may be referenced by Profile D-Number and need not be described in detail. A course to be flown may be described such as "forward of the bow" or "astern of ship".

a. PRE-EX messages must reach the air services contractor representative three working days prior to the event (e.g., services for Monday should arrive by the preceding Wednesday). A PRE-EX is required for deconfliction of airspace and for proper brief of flight crews. In the absence of a PRE-EX, the air services previously assigned will be cancelled.

b. Call sign (AKAI 6 or JANAP) and TACAN channel should appear in the PRE-EX message. PRE-EXs with gun shoots should indicate the number of tracking runs and number of firing runs anticipated (paragraphs L1, L2, L3 of FXP). PRE-EX messages should also include paragraphs N, P and R (safe zone). Use frequencies (not circuit designators) in PRE-EX.

**4.4. ELECTRONIC WARFARE (EW) SERVICES.** Commercial Air Services (CAS) aircraft can be equipped with any two of the following packages: Active jamming pods (ALQ-167) (B through J bands), threat simulators (AST-6), chaff dispensers (ALE-43). These packages can be used for exercises, individual ship requirements, or as needed for fleet exercises. CAS can be tailored to meet the needs of the requesting unit.

a. Jamming: Radar systems to be jammed must be specified in the request message. Prioritize radar to be jammed. Each Lear is limited to two pods which are frequency band/radar specific. Specific communications circuits and frequencies (voice, data, etc) to be jammed must also be identified in order to electronically attack the correct communications circuit. **NOTE:** Classify "Jamming request message" as required.

b. Threat Simulation: Threat simulation is available in the "H", "I", and "J" bands, utilizing the "standard AST-6 signal simulation list" in ref (A). Requests for AST-6 pods are not classified due to use of lettered frequency bands vice individual frequencies in the OPAREA/air services request message. Users will advise EW aircraft to emit or "shine" a band and number (e.g., "shine india 99"). Do not use name of the threat signal as this is an OPSEC violation. This may result in termination of the event. Units or unit commanders must specify the band pod(s) shown in the standardized AST-6 signal simulation list. Each band is a separate and distinct pod and must be requested as such. **NOTE:** The OSE/OCE is responsible for "small/large scale ECM notification" message to appropriate agencies. **NOTE:** AST pod is highly recommended for AAW-24-SF Detect To Engage exercise.

c. For information regarding either jamming, threat simulation, or pod utilization/capability, contact COMTHRIDFLTREP Point Mugu or FLTINFOWARCEN DET San Diego at the numbers/addresses supplied in paragraph 4.4.1 1 and 2 below.

**4.4.1. MESSAGE REQUEST ADDRESS.**

a. EASTPAC units should request services by action message to FACSFAC SAN DIEGO CA//33//; (619) 545-1757/58 or DSN 735-1757/58, and FLTINFOWARCEN DET SAN DIEGO CA//N7//; (619) 437-3345 or DSN 577-3345, and COMTHRIDFLTREP PT MUGU//CPF CFS REP//; (619) 524-1457, DSN 524-1457. Info NAVAIRWARCENWPNDIV PT MUGU CA//534B00E//.

b. MIDPAC units should request services by action message to FACSFAC PEARL HARBOR HI//33//; (808) 472-8669 or DSN 472-8669, and FLTINFOWARCEN DET SAN DIEGO CA//N7//; (619) 437-3345 or DSN 577-3345, and COMTHRIDFLTREP PT MUGU CA//CPF CFS REP//; (619) 524-1457, DSN 524-1457. Info NAVIARWARCENWPNDIV PT MUGU CA//534B00E//

c. WESTPAC units should request services by action message to CTF SEVEN ZERO.

d. EASTPAC and MIDPAC unit requests should reach addrees a minimum of 14 days in advance. Action addrees should be contacted by phone call when feasible to ensure receipt. If reply is not received within three working days, contact FACSFAC for confirmation. Requests are required in the format depicted in Section 3.4 of this manual. Ensure line "J" of request reflects type pod and required pod capabilities. Requestors are responsible for all notifications required ie., ECM notification, HERO requirements etc. Services are available seven days a week, 24 hours a day for EW/OS/combat systems training as required. If services are to be cancelled or changed, notify addrees as soon as possible to permit scheduling flexibility. If you thing you want it, ask for it. It is easier to turn services off than it is to turn them on.

e. A pre-ex message is required three working days prior to the event date for proper brief of aircrews and mission planning. Services cannot be provided without a pre-ex. Contact address to ensure receipt.

- (1) EASTPAC units address pre-ex as follows:  
TO FLTINTLTREP SAN DIEGO CA//335C//  
INFO FACSFAC SAN DIEGO CA//33//  
FLINFOWARCEN DET SAN DIEGO CA//N7//  
COMTHRIDFLTREP PT MUGU CA//CPF CFS REP//  
NAVAIRWARCENWPNDIV PT MUGU CA//534B00E//
- (2) MIDPAC units address pre-ex as follows:  
TO FACSFAC PEARL HARBOR HI//33//  
FLTINFOWARCEN DET SAN DIEGO CA//N7//  
COMTHRIDFLTREP PT MUGU//CPF CFS REP//  
NAVAIRWARCENWPNDIV PT MUGU CA//
- (3) WESTPAC units address pre-ex as follows:  
TO FACSFAC SAN DIEGO DET ALPHA  
INFO CTF SEVEN ZERO

FACSFACSDINST 3120.1E

FACSFAC PEARL HARBOR HI//33//  
FACSFAC SAN DEIGO CA//33//  
FLTINFOWARCEN DET SAN DIEGO CA//N7//  
COMTHIRDFLTREP PT MUGU CA//CPF CFS REP//  
NAVAIRWARCENWPNDIV PT MUGU CA//534B00E//

(4) Additionally, all units address any other service provider as required. For EASTPAC units, when operating on the NAWC Pt. Mugu Sea Test Range, ensure the NAWC assigned OPS numbers is included in the pre-ex message. The desired scenario to be flown should be explained in subparagraph (t) of the message as required by FXP 2/3.

## CHAPTER 5

### PACIFIC NORTHWEST (PACNORWEST) FLEET OPAREAS

**5.1. GENERAL INFORMATION.** PACNORWEST OPAREAs support joint air/surface/subsurface operations such as air-to-surface bombing, air-to-air firing, combat tactics, intercepts, aerial refueling, instrument training, aerobatics, formation flight training and USW training.

**5.2. COORDINATOR/SCHEDULING AUTHORITY.** Users shall follow specific control, management, safety and reporting instructions detailed under individual OPAREA descriptions in this chapter. Airspace may be scheduled via the following medium:

a. W-237A-J

Mail: Commanding Officer (N38)  
3730 N. Charles Porter Ave  
NAS Whidbey Island  
Oak Harbor, WA 98278-5300

Message: NAS WHIDBEY ISLAND  
WA//N3/N38//

FAX: DSN: 820-1942  
COMM: (360) 257-1942

Telephone: DSN: 820-1283  
COMM: (360) 257-1283/  
2877/1872

E-mail: [schedules@naswi.navy.mil](mailto:schedules@naswi.navy.mil)

Scheduling Hours:  
0700-1500 (L) Monday  
through Friday, except  
Holidays.

**NOTE: Users shall follow specific instructions detailed in NASWHIDBEYINST 3770.1A as well as under individual OPAREA description.**

b. W-93/W-570

Mail: WADS/DOR  
852 Lincoln Blvd  
McChord AFB, WA 98438

Message: RUWMFLA/ WESTERN AIR  
DEFENSE SECTOR MCCHORD AFB  
WA//DOR//

FAX: DSN: 984-4694  
Secure DSN: 984-4561 (Call before  
faxing on secure)

Telephone: DSN: 984-4604/4602  
COMM: (253) 984-4604

E-mail: [DOR@wads.mcchord.af.mil](mailto:DOR@wads.mcchord.af.mil)

Scheduling Hours:  
0730-1630(L) Monday  
through Friday. Except  
Holidays  
Other Times: 984-4313

c. Ocean Surface/  
Sub-Surface OPAREAs

Mail: Commander Submarine Group 9  
ATTN: PACNORWEST OPS  
Building 2150 Thresher Ave  
Silverdale WA 98315-2150

Message: CTG 14.9//N3//

FAX: DSN: 744-4566  
COMM: (360)396-4566

Telephone: DSN: 744-7811  
COMM: (360)396-7811

Scheduling Hours:  
0700-1600(L) Monday through  
Friday, except Holidays.

d. COMNAVSURFPAC  
(Underwater Detonation  
Authority)

Message: COMNAVSURFPAC SAN DIEGO  
CA //N8YN2//

Telephone: DSN: 577-2783  
COMM: (619) 437-2783

Scheduling Hours:  
0730-1600(L) Monday  
through Friday, except  
Holidays

**5.3. COMMUNICATIONS.** The following is a list of controlling frequencies and telephone numbers of agencies located in PACNORWEST.

Seattle ARTCC	Commercial	DSN
(N) 319.2/125.1 MHz	(253) 351-3523	891-1241
(S) 269.0/128.3 MHz		
Western Air Defense Sector		
364.2 MHz	(253) 984-4313	984-4313
Canadian Air Defense Sector		
364.2 MHz	Identification Section	
	(705) 494-6011/6450	628-6450
	Senior Director	
	(705) 494-6011/6400	628-6400

**5.4. ELECTRONIC COUNTERMEASURES (ECM) AND CHAFF REQUESTS.** The Continental United States ECM Area extends to the outer boundaries of the coastal Air Defense Identification Zone (ADIZ) or a perimeter 150 NM seaward from the coastal states, whichever is farther out, except where this infringes on territorial limits of other nations/states. West to east (towards coastline) ECM runs should not be made due to potential interference with FAA Radars/NAVAIDS.

**5.4.1. ECM COORDINATION.** All ECM activity (including chaff) shall be coordinated by the unit planning the ECM mission with the FAA Frequency Management Office. Reference (G) applies. In addition, use of chaff requires coordination with Western Air Defense Sector, DQM/AST: DSN: 984-4344 and COMM: (253) 984-4344.

**5.5. OPAREA DESCRIPTIONS:** The following is a list of OPAREAs and descriptions:

Warning Area 237 A through J (W-237) . . . . .	5-4
Warning Area 93/Cod/Dolphin ATCAA . . . . .	5-8
Warning Area 570/Bass/Eel ATCAA . . . . .	5-11
Ocean Surface/Sub-surface Exercises Area Grid . . . . .	5-14
Submarine Transit Lanes . . . . .	5-18

**COMMON NAME: Washington Coastal Warning Area W-237A/B (Low and High)/C/D/E/  
F/G/H/I/J**

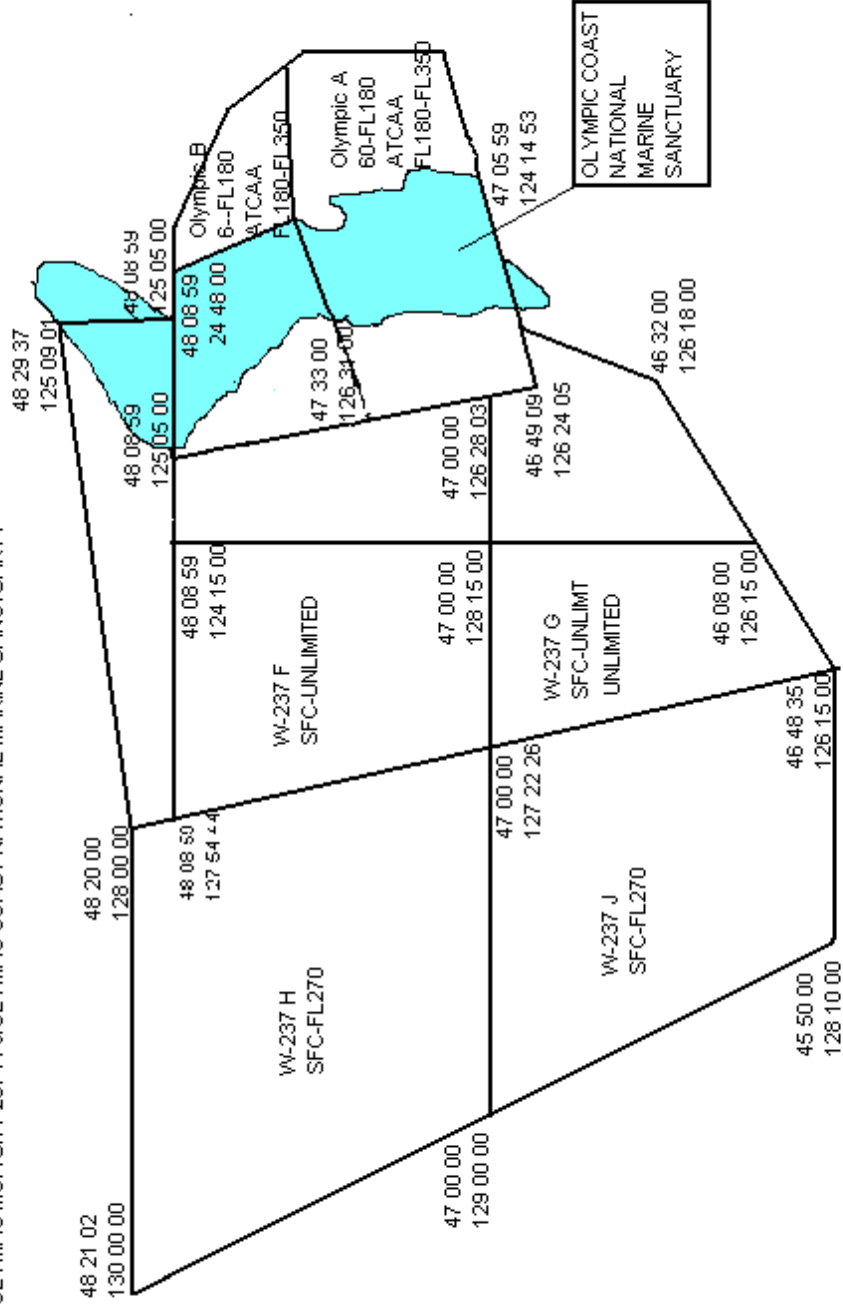
LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
W-237A	47°31'59"N	125°41'05"W
	47°41'29"N	124°33'05"W
	Thence 3 miles parallel to the shoreline ending at	
	47°05'59"N	124°14'53"W
	47°00'29"N	124°30'05"W
	46°49'59"N	125°24'05"W
	To point of origin.	
W-237B	48°08'59"N	125°56'05"W
	48°08'59"N	124°48'05"W
	Thence southbound 3 miles parallel to the shoreline ending at	
	47°41'29"N	125°33'05"W
	47°31'59"N	125°41'05"W
	To point of origin.	
W-237C	48°08'59"N	125°56'05"W
	47°00'00"N	125°28'03"W
	47°00'00"N	126°15'00"W
	48°08'59"N	126°15'00"W
	To point of origin.	
W-237D	47°00'00"N	125°28'03"W
	46°49'59"N	125°24'05"W
	46°53'24"N	125°06'47"W
	46°32'00"N	125°18'00"W
	46°06'00"N	126°15'00"W
	47°00'00"N	126°15'00"W
	To point of origin.	
W-237E	48°29'37"N	125°09'01"W
	48°08'59"N	125°05'00"W
	48°08'59"N	127°54'44"W
	48°20'00"N	128°00'00"W
	To point of origin.	
W-237F	48°08'59"N	126°15'00"W
	47°00'00"N	126°15'00"W
	47°00'00"N	127°22'26"W
	48°08'59"N	127°54'44"W
	To point of origin.	

W-237G	47°00'00"N	126°15'00"W
	46°06'00"N	126°15'00"W
	45°48'35"N	126°50'49"W
	47°00'00"N	127°22'26"W
	To point of origin.	
W-237H	48°20'00"N	128°00'00"W
	47°00'00"N	127°22'26"W
	47°00'00"N	129°00'00"W
	48°21'02"N	130°00'00"W
	To point of origin.	
W-237J	47°00'00"N	127°22'26"W
	45°48'35"N	126°50'49"W
	45°50'00"N	128°10'00"W
	47°00'00"N	129°00'00"W
	To point of origin.	
DESCRIPTION	Special Use Airspace over ocean area for joint air/surface operations.	
TYPE EXERCISES/ORDNANCE	Joint air/surface operations including missile firings, air-to-surface bombing, air-to-air firing, combat tactics, intercepts, aerial refueling, instrument training, aerobatics and formation flights. Conventional or inert ordnance, flares, chaff (with two week prior liaison) and photoflash cartridges. Designated USW range for coordinated USW operations, sonobuoys, practice depth charges and smoke markers.	
FLOOR	W-237 (A-J) - Surface.	
CEILING	W-237 A - FL500. B - FL500. C - Unlimited. D - Unlimited. E - FL270. F - Unlimited. G - Unlimited. H - FL270. J - FL270.	
USAGE LIMITATIONS	By NOTAM. W-237 (A through G) - A minimum of 2 ½ hours prior notice is required to allow sufficient time to disseminate NOTAMS. W-237 (H through J) - A minimum of 4 ½ hours prior notice is required to allow sufficient time to disseminate NOTAMS.	



SCHEDULING AUTHORITY	NAS Whidbey Island. DSN: 820-2877 COMM: (360) 257-1942
COMMUNICATIONS	1. Seattle ARTCC: 319.2/291.6/125.1 MHz.  2. "BIGFOOT": 364.2 MHz.
SCHEDULING DOCUMENT/ LEAD TIME	Message or telephone call to NAS WHIDBEY ISLAND WA by 1500 local on the day prior to desired usage, 1500 local on Friday for weekends/Monday. An OPAREA maybe scheduled or changes made with a 2 ½ hours (4 ½ hours for W-237H/J) advance notification for issuance of necessary Notices to Airman.
REMARKS/SPECIAL INSTRUCTIONS	1. All exercises involving use of ordnance must be coordinated with COMSUBTRAGRU PACNORWEST.  2. Gunnery exercises shall not be conducted within 10 miles of the coastline.  3. Aircrew are responsible for ensuring that surface area of impact zones is clear.  4. All aircraft are MARSA while operating in the area.  5. Aircraft operating within W-237 must file for ADIZ penetration unless operating under positive control of "BIGFOOT" or Seattle ARTCC.  6. Aircraft operating within the Warning Area must have an operable transponder. Recommend Squawk Mode 4 when outside of the ADIZ.

OLYMPIC MOA'S W-237 A-J OLYMPIC COAST NATIONAL MARINE SANCTUARY



**COMMON NAME: Warning Area 93 (W-93)/COD/DOLPHIN AIRSPACE BRIEFING DATA**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST	
W-93	44°06'29"N	124°36'44"W	
	43°26'06"N	124°38'31"W	
	Thence south 12 miles from and parallel to US shoreline to		
	43°24'27"N	124°39'54"W	
	43°22'59"N	124°43'34"W	
	43°20'06"N	124°41'24"W	
	Thence south 12 miles from and parallel to US shoreline to		
	42°15'29"N	124°42'17"W	
	42°15'29"N	125°25'22"W	
	43°14'49"N	126°10'50"W	
	43°51'59"N	125°07'05"W	
	Point of origin.		
	COD	43°14'49"N	126°10'50"W
		42°15'29"N	125°52'22"W
42°15'29"N		124°42'17"W	
41°24'00"N		124°37'10"W	
41°20'00"N		126°52'30"W	
42°55'00"N		126°43'00"W	
Point of origin.			
DOLPHIN	44°06'29"N	124°36'44"W	
	44°21'00"N	124°07'00"W	
	44°21'00"N	123°38'00"W	
	43°50'00"N	123°30'00"W	
	41°25'00"N	123°30'00"W	
	41°24'00"N	124°37'10"W	
	42°15'29"N	124°42'17"W	
	Thence northbound coincident with eastern boundary of W-93 to point of origin.		
DESCRIPTION	W-93: Special Use Airspace over ocean area. COD: Air Traffic Control Assigned Airspace over ocean area. DOLPHIN: Air Traffic Control Assigned Airspace over ocean and land area.		
TYPE EXERCISE	W-93: Air-to-Air and air-to-surface firing, bombing, air combat maneuvering, joint military training exercises. Supersonic flights require prior approval and shall not be generated below 30,000 feet of altitude unless over water and more than 30 miles from inhabited land areas or islands. COD: Basic flight maneuvers, air combat maneuvering, dissimilar air combat tactics,		

	intercepts, joint military training exercises. Supersonic flights require prior approval and shall be over open water at least 15 NM from the coast and above 10,000 feet.
	DOLPHIN: Basic flight maneuvers, air combat maneuvering, dissimilar air combat tactics, intercepts and joint military training exercises.
FLOOR	W-93: Surface. COD: FL180. DOLPHIN: FL180
CEILING	W-93: FL500 COD: FL270. DOLPHIN: FL230.
USAGE LIMITATIONS	DOLPHIN: Autonomous operations are not authorized. Caution due to upper limit vertical dimensions.
SCHEDULING AUTHORITY	Western Air Defense Sector/DOR McChord AFB WA 98438 DSN: 984-4604/02
AIRSPACE MANAGER	Western Air Defense Sector/DOR McChord AFB WA 98438 DSN: 984-4605
SCHEDULING DOCUMENT/ LEAD TIME	1. Request 30 days notice of major exercise usage requirements.  2. Request seven days advance scheduling notice.
REMARKS	1. W-93 is located inside geographical boundary of COD ATCAA.  2. AR630 (FL250-280).  3. COD ATCAA includes Control Extension 1416.  4. Using agency must activate W-93 airspace a minimum of 2 ½ hours in advance, COD and DOLPHIN airspace a minimum of 30 minutes in advance with WADS BIGFOOT Control at DSN 984-4313 or COMM (206) 984-4313 or if prior coordinated, Seattle Center at DSN 891-1241 or COMM 253-351-3593. If unable to reach by phone, contact BIGFOOT on frequency 364.2, however, we strongly suggest that contact be made by phone.

**COMMON NAME: Warning Area 570/BASS/EEL Air Traffic Control Assigned Airspace (ATCAA)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
W-570	45°44'59"	125°30'05"
	46°09'59"	124°20'05"
	44°54'02"	124°20'04"
	Then 12 miles from and parallel to US shoreline to	
	44°50'35"	124°21'21"
	44°37'59"	124°28'04"
	44°10'59"	125°30'05"
	To point of origin.	
Bass	45°17'00"	126°22'00"
	46°20'00"	124°46'00"
	46°40'00"	124°20'00"
	46°09'59"	124°20'05"
	44°54'02"	124°20'04"
	44°50'35"	124°21'21"
	44°37'59"	124°28'04"
	44°10'59"	125°30'05"
	44°04'00"	125°48'30"
	To point of origin.	
Bass South	45°10'11"	126°34'30"
	45°17'00"	126°22'00"
	44°04'00"	125°48'30"
	43°43'30"	126°38'00"
	43°55'00"	126°37'00"
	45°00'00"	126°30'00"
	To point of origin.	
Eel	46°40'00"	124°20'00"
	46°09'59"	124°20'05"
	44°52'02"	124°20'04"
	44°50'35"	124°21'21"
	44°37'59"	124°28'04"
	45°07'00"	123°30'00"
	46°30'00"	123°30'00'
	46°40'00"	123°30'00"
	To point of origin.	
DESCRIPTION	W-570: Special Use Airspace over ocean area. Bass: ATCAA over ocean area. Eel: ATCAA over ocean and land area.	

TYPE EXERCISES	<p>W-570: Air-to-air and air-to-surface firing, bombing, air combat maneuvering, basic flight maneuvers, dissimilar air combat tactics, intercepts, joint military training exercises. Supersonic flights require prior approval and shall not be generated below 30,000 feet of latitude unless over water and more than 30 miles from inhabited land areas or islands.</p> <p>Bass: Basic flight maneuvers, air combat maneuvers, dissimilar air combat tactics, intercepts, joint military training exercises. Supersonic flights require prior approval and Shall be over open water at least 15 NM from the coast and above 10,000 feet.</p> <p>Eel: Basic flight maneuvers, dissimilar air combat tactics, intercepts, air combat maneuvering and joint military training exercises. Avoid areas of population.</p>
FLOOR	<p>W-570: Surface.</p> <p>Bass: FL180</p> <p>Bass South: FL180</p> <p>Eel: FL180</p>
CEILING	<p>W-570: FL500</p> <p>Bass: FL510</p> <p>Bass South: FL270</p> <p>Eel: FL510</p>
USAGE LIMITATIONS	<p>Autonomous fighter operations in excess of 4 aircraft are not authorized in Eel.</p>
SCHEDULING AUTHORITY	<p>Western Air Defense Sector/DOR</p> <p>McChord AFB WA 98438</p> <p>DSN: 984-4604/02</p>
AIRSPACE MANAGER:	<p>Western Air Defense Sector/DOR</p> <p>McChord AFB, WA 98438</p> <p>DSN: 984-4605</p>
SCHEDULING DOCUMENT/ LEAD TIME	<ol style="list-style-type: none"> <li>1. Request seven days advance notice.</li> <li>2. Request 30 days notice of major exercise.</li> </ol>
REMARKS/SPECIAL INSTRUCTIONS	<ol style="list-style-type: none"> <li>1. W-570 located "inside" geographical boundary of Bass ATCAA.</li> <li>2. W-570 contains AR-628 (FL240-260).</li> <li>3. Bass &amp; Eel ATCAAs contains Astoria Corridor.</li> </ol>

FACSFACSDINST 3120.1E

4. Using agency must activate W-570 airspace a minimum of 2½ hours prior, Bass and Eel a minimum of 30 minutes prior to entry time by contacting Western Air Defense Sector at DSN 984-4313 or COMM 253-984-4313. If prior coordinated, Seattle Center DSN 891-1241 or COMM 253-351-3593. If unable to reach by phone, contact BIGFOOT on frequency 364.2, however, we strongly suggest that contact be made by phone.

**COMMON NAME: Ocean Surface/Subsurface Exercises Area Grid**

LOCATION/BOUNDARIES	Pacific Northwest Surface/Subsurface Exercises Area Grid System consists of letter designated east-west corridors that are 15 minutes of latitude and number designated north-south aisles that are 20 minutes of longitude. The grid system is bounded on the north by latitude 48°30'N, on the south by latitude 40°00'N, on the west by longitude 130°00'W, and on the east by longitude 124°00'W (by the shoreline, where the shoreline extends west of longitude 124°00'W). The Strait of Juan de Fuca (east of 124°40'W) is not included in the grid system.		
CORRIDORS	Extending east/west between degrees/Minutes of latitude as shown, from longitude 124°00'W west to longitude 130°00'W (except east of longitude 124°40'W in the Strait of Juan de Fuca).		
ALFA	Between	48°30'00"N	48°15'00"N
BRAVO	Between	48°15'00"N	48°00'00"N
CHARLIE	Between	48°00'00"N	47°45'00"N
DELTA	Between	47°45'00"N	47°30'00"N
ECHO	Between	47°30'00"N	47°15'00"N
FOXTROT	Between	47°15'00"N	47°00'00"N
GOLF	Between	47°00'00"N	46°45'00"N
HOTEL	Between	46°45'00"N	46°30'00"N
INDIA	Between	46°30'00"N	46°15'00"N
JULIETT	Between	46°15'00"N	46°00'00"N
KILO	Between	46°00'00"N	45°45'00"N
LIMA	Between	45°45'00"N	45°30'00"N
MIKE	Between	45°30'00"N	45°15'00"N
NOVEMBER	Between	45°15'00"N	45°00'00"N



FACSFACSDINST 3120.1E

OSCAR	Between	45°00'00"N	44°45'00"N
PAPA	Between	44°45'00"N	44°30'00"N
QUEBEC	Between	44°30'00"N	44°15'00"N
ROMEO	Between	44°15'00"N	44°00'00"N
SIERRA	Between	44°00'00"N	43°45'00"N
TANGO	Between	43°45'00"N	43°30'00"N
UNIFORM	Between	43°30'00"N	43°15'00"N
VICTOR	Between	43°15'00"N	43°00'00"N
WHISKEY	Between	43°00'00"N	42°45'00"N
YANKEE	Between	42°45'00"N	42°30'00"N
ZULU	Between	42°30'00"N	42°15'00"N
ALPHA ALPHA	Between	42°15'00"N	42°00'00"N
ALPHA BRAVO	Between	42°00'00"N	41°45'00"N
ALPHA CHARLIE	Between	41°45'00"N	41°30'00"N
ALPHA DELTA	Between	41°30'00"N	41°15'00"N
ALPHA ECHO	Between	41°15'00"N	41°00'00"N
ALPHA FOXTROT	Between	41°00'00"N	40°45'00"N
ALPHA GOLF	Between	40°45'00"N	40°30'00"N
ALPHA HOTEL	Between	40°30'00"N	40°15'00"N
ALPHA INDIA	Between	40°15'00"N	40°00'00"N
AISLES	Extending north/south between degrees/minutes of longitude as shown, from 48°30' to 40°00'N.		
ONE	Between	124°00'00"W	123°20'00"W
TWO	Between	124°20'00"W	124°40'00"W
THREE	Between	124°40'00"W	125°00'00"W
FOUR	Between	125°00'00"W	125°20'00"W

FACSFACSDINST 3120.1E

FIVE	Between 125°20'00"W	125°40'00"W
SIX	Between 125°40'00"W	126°00'00"W
SEVEN	Between 126°00'00"W	126°20'00"W
EIGHT	Between 126°20'00"W	126°40'00"W
NINE	Between 126°40'00"W	127°00'00"W
TEN	Between 127°00'00"W	127°20'00"W
ELEVEN	Between 127°20'00"W	127°40'00"W
TWELVE	Between 127°40'00"W	128°00'00"W
THIRTEEN	Between 128°00'00"W	128°20'00"W
FOURTEEN	Between 128°20'00"W	128°40'00"W
FIFTEEN	Between 128°40'00"W	129°00'00"W
SIXTEEN	Between 129°00'00"W	129°20'00"W
SEVENTEEN	Between 129°20'00"W	129°40'00"W
EIGHTEEN	Between 129°40'00"W	130°00'00"W
TYPE EXERCISE/ORDNANCE	Surface tactical gunnery including AA and missile firing; undersea warfare exercises and combined type exercises. Unrestricted ordnance except as noted in remarks, including rockets, missiles, torpedoes, incendiaries, photoflash, illumination and gun type ammunition may be used. See Remarks.	
FLOOR	Ocean bottom.	
CEILING	Surface, except where overlaid by special use airspace (see OVERLAPPING, below).	
USAGE LIMITATIONS	See Remarks/Special Instructions.	
SCHEDULING AUTHORITY	COMSUBTRAGRU PACNORWEST.	
SCHEDULING DOCUMENT/ LEAD TIME	Message 96 hours prior to desired usage.	
OVERLAPPING, INCLUDED/ ADJACENT AREA TARGETS	1. Underlies Special Use Airspace W-237A thru J and R-6707. Remarks under appropriate Special Use Airspace may also apply.	

FACSFACSDINST 3120.1E

2. Includes Submarine Transit Lane ALTAIR and Lanes RIGEL and POLLUX north of 40°00'N.

APPLICABLE DIRECTIVES

Coast Pilot 7.

REMARKS/SPECIAL  
INSTRUCTIONS

1. No firing shoreward Exercises, including upper ballistic limits that will encroach special use airspace must be scheduled with the appropriate Scheduling Authority.

2. Use of ordnance restricted to specific corridors and aisles that underlie W-2367A through J.

**COMMON NAME: Submarine Transit Lanes**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SIERRA ALTAIR (See Remarks Notes 1 and 2)	48°15'00" Then 000°(T) to 48°30'00" Then 270°(T) to 48°30'00" Then 180°(T) to 48°15'00" Then 090°(T) to point of origin.	124°40'00"  124°40'00"  127°00'00"  127°00'00"
SIERRA ALTAIR EXTENSION	U.S. territorial waters of the Strait of Juan de Fuca, between 123°24'00"W and 124°40' (See Remarks 00"W. Notes 1 and 2)	
SIERRA RIGEL (See Remarks Note 3)	33°05'00" Then 320°(T) to 38°07'00" Then 000°(T) to 48°15'00" Then 270°(T) to 48°15'00" Then 180°(T) to 38°06'00" Then 140°(T) to 33°05'00" Then 090°(T) to point of origin.	120°55'00"  126°00'00"  126°00'00"  126°15'00"  126°15'00"  121°09'00"
SIERRA POLLUX (See Remarks Note 3)	33°05'00" Then 321°(T) to 38°05'00" Then 000°(T) to 48°15'00" Then 270°(T) to 48°15'00" Then 180°(T) to 38°03'00" Then 141°(T) to 33°05'00" Then 090°(T) to point of origin.	121°48'00"  126°40'00"  126°40'00"  126°55'00"  126°55'00"  122°03'00"
FLOOR	Ocean bottom.	
CEILING	Surface.	
PERIODS OF USAGE	Daily.	

FACSFACSDINST 3120.1E

SCHEDULING DOCUMENT/

Message - one week, minimum of 96 hours.

REMARKS/SPECIAL  
INSTRUCTIONS

1. Although boundaries of SIERRA ALTAIR and ALTAIR EXTENSION extend to the shoreline, submerged transit is authorized only in water depths of 30 fathoms or greater.

2. Transit lanes ALTAIR and ALTAIR EXTENSION will be activated by COMSUBTRAGRU PACNORWEST, as required, to support submarine transits.

3. Activation of transit lanes RIGEL and POLLUX is coordinated by COMSUBTRAGRU PACNORWEST (lanes north of 40°00'N) and COMSUBTRAGRU WEST COAST (lanes south of 40°00'N).

## CHAPTER 6

### SEARCH AND RESCUE PLAN

**6.1. GENERAL INFORMATION.** Fleet Area Control and Surveillance Facility, San Diego (FACSFACSD) shall conduct military Search and Rescue operations within the EASTPAC OPAREAs in order to save life and property. According to the statutory authority of the Pacific Maritime Region, National SAR Plan and current SAR Agreement, the EASTPAC OPAREA is within PACSARCOORD area of responsibility.

**6.1.1. BACKGROUND.** By agreement, effective 28 March 1975, between CINCPACFLT and Commander, Pacific Area, U.S. Coast Guard COMPACAREA COGARD is responsible for SAR coordination for both civil and military incidents and Commander Third Fleet, as the U.S. Navy Fleet commander in the Eastern Pacific Area, has been assigned CINCPACFLT's SAR responsibility incidental to military operations in the eastern Pacific Subregion. By COMTHIRDFLT/COMSEVENTHFLT OPORD 201, Commanding Officer, Fleet Area Control and Surveillance Facility, San Diego is designated COMTHIRDFLT's agent for SAR matters in the Eastern Pacific Subregion and is assigned as military SAR Coordinator (SC) for the Northern/Southern California Military Operating Area offshore (EASTPAC). Further, FACSFACSD is authorized to assume SAR Mission Coordinator (SMC) for U.S. Military SAR operations in the EASTPAC OPAREA subject to the right of any military commander to conduct SAR operations in support of his own forces. FACSFACSD is further authorized to assume SMC for any other SAR missions in the EASTPAC SOCIAL OPAREA as mutually agreed upon by FACSFACSD and appropriate area SC's. FACSFAC has authority to assume SMC anywhere inside the Eastern Pacific Subregion for military SARs. However, FACSFAC is not required to assume SMC in that area within the Eastern Pacific subregion that lies outside of its assigned SMC area due to communication limits, lack of information, etc. In this case, the 11<sup>th</sup> Coast Guard District would be advised by FACSFAC to assume SMC. If the 11<sup>th</sup> Coast Guard assumes SMC, FACSFAC will still be required by the 11<sup>th</sup> Coast Guard District to task Navy units to assist the Coast Guard in conducting SARs.

**6.1.2. SUB-REGION.** The Eastern Pacific Subregion is the area bounded by the following coordinates: 54°40'N/136°00'W, 54°40'N/140°00'W, 40°00'N/150°00'W, 05°00'N/110°00'W to 14°38'N/90°19'W. For the purpose of SAR, the EASTPAC SOCIAL OPAREA is defined as the ocean area off the southern coast of California and the northern coast of Mexico with a northern boundary of 34°58'N westward to 125°00'W then southward to 24°00'N then eastward to Mexican territorial waters. The EASTPAC NOCAL OPAREA is designed as the ocean area off the northern coast of California with a northern boundary of 39°00'N westward to 126°00'W then southward to 34°58'N then eastward to the coastline.

**6.1.3 AUTHORITY.** COMTHIRDFLT/COMSEVENTHFLT OPORD 201 sets forth certain procedures for SAR including:

a. Commander in Chief, U.S. Pacific Fleet (CINCPACFLT) has charged Commander, Third Fleet (COMTHIRDFLT) with primary responsibility for SAR incidental to military operations within the Eastern Pacific Subregion.

b. The Commander, Eleventh Coast Guard District (CCGDELEVEN) has the primary responsibility for civil and military SARs within the ocean area of the southern sector of the Eastern Pacific Subregion and maintains a

rescue coordination center in Alameda, California with a sub-center at the U.S. Coast Guard Air Station, San Diego, California.

c. SAR for the inland region is coordinated by the Air Force Coordination Center, Langley AFB, Virginia. DSN 574-8112 or COMM 1-800-851-3051.

d. FACSFAC San Diego has been designated as SAR coordination center for COMTHIRDFLT in the EASTPAC area and the Commanding Officer, as the agent of COMTHIRDFLT, in discharging those SAR responsibilities not delegated to the Coast Guard. In this capacity, FACSFAC San Diego will keep the Coast Guard informed of Navy SAR incidents and will assist in other SAR incidents by providing information on U.S. Navy ships or aircraft positioned near an incident, diverting units to assist in SAR and rendering such other assistance as necessary. OPOD 201 provides authority from COMTHIRDFLT for FACSFAC San Diego to task SAR capable forces at sea to assist in peacetime SAR situations. All orders to units to divert will be issued with the statement "unless otherwise directed (UNODIR) by COMTHIRDFLT". All naval units should be prepared to participate in rescue operations as directed.

#### **6.1.4 ACTION:**

a. FACSFAC San Diego will:

(1) Provide, maintain and operate the FACSFAC Operations Control Center (OCC) so that it may serve as a Rescue Coordination Center (RCC) to function for Commander, Third Fleet and fulfill the responsibilities and duties of the SC and SMC (if required) as delineated in paragraph 131 of the National SAR Manual (Joint Pub 3-50) within the EASTPAC OPAREA for military SAR purposes.

(2) Initiate, coordinate and control military SAR operations within the EASTPAC OPAREA in accordance with the provisions of the National SAR Manual, current SAR Agreements and this Section.

(3) Maintain liaison with and support adjacent SAR Sector Coordinators in SAR operations as necessary.

(4) Establish and maintain close liaison with all other agencies and organizations, both military and civilian, which have a capability to assist in SAR operations within the EASTPAC OPAREA.

(5) Train and indoctrinate OCC personnel in correct and current SAR procedures and techniques.

b. SAR Units will:

(1) Be familiar with SAR unit responsibilities as outlined in the National SAR Manual and this section.

(2) If a ship or aircraft, be prepared to assume the duties of On Scene Commander (OSC) and comply with the provisions of the National SAR Manual and this Section regarding OSC duties.

(3) If a battle group, assume the duty of SAR Mission Coordinator (SMC) and comply with the provisions of the National SAR Manual and this Section regarding SMC duties.

c. Situation reports shall be in accordance with this section.

d. Requests for ships or aircraft not under the SMC's OPCODE will be sent by IMMEDIATE Precedence message to COMTHIRDFLT and INFO the appropriate ship, squadron or type-wing or via FACSFAC operating frequency "BEAVER".

e. All units shall acknowledge shifting OPCODE by sending an Immediate precedence SORTS (Status of Resources and Training System) report.

f. Use local time for all operations within the EASTPAC OPAREA.

g. The first unit on the scene of any SAR incident shall assume the duties of On Scene commander (OSC) unless another OSC is specifically designated by the SMC or until relieved by proper authority.

h. As directed by quarterly message, the assigned Ready Duty Alert Squadron shall maintain a crew and aircraft on a four hour ready alert B(4) launch status. When requested by the Coast Guard via FACSFACSD and the Type Wing CDO, the ready duty squadron shall increase response time to thirty minute Ready Alert B(0) and confirm this status with the FACSFAC CDO.

**6.1.5. SCOPE.** No provision of this agreement is to be constructed as an obstruction to prompt and effective action by any command or individual to relieve distress whenever and wherever found.

**6.1.6. CONCEPT OF OPERATIONS:**

a. Responsibility for military search and rescue within the EASTPAC OPAREA has been assigned to Commanding Officer, Fleet Area Control and Surveillance Facility (FACSFAC), San Diego as the SAR Coordination (SC). Navy Commands operating within the EASTPAC OPAREAs are given the responsibility to control SAR operations within their assigned operating areas by this Operations Plan.

b. SAR assets available to FACSFACSD consist of:

- (1) Coast Guard facilities.
- (2) Designated facilities of other U.S. military and government agencies.
- (3) Facilities of opportunity near distress incidents which include:

(a) Public and private U.S. vessels and aircraft.

(b) Public and private foreign vessels and aircraft which may be diverted to assist operations in progress.

(c) Since the rescue of those distressed at sea is a humanitarian act, no differentiation between civil or military or domestic or foreign status of the distressed party need be made. The decision as to the facilities to be used in a particular SAR mission should be made on the basis of proximity, capability, availability and emergency phase.



**6.1.7. COORDINATION:**

a. Military SAR operations in the EASTPAC OPAREAs will be organized and directed by the Third Fleet unit which has SAR Mission Coordinator (SMC) responsibilities for that specific case.

b. All Department of Defense units operating or planning to operate in EASTPAC SOCAL OPAREA should maintain appropriate liaison with FACSFACSD and all other establishments to which an individual might first report the existence of a distress incident.

c. The National SAR Plan provides that operating facilities, once dedicated to a SAR mission and on scene, CHOP to the On Scene Commander (OSC). Normal operational control will resume after termination of the units on-scene activities.

**6.1.8. TRAINING REQUIREMENTS:**

a. Battle group, wing, ship, squadron and staff SAR Officers are strongly encouraged to coordinate cross-training and visits between their respective commands and those commands with which they are most likely to interact with while prosecuting a mission.

b. The FACSFACSD Air Traffic Control Facility Officer (ATCFO) shall establish a formal training program to include:

- (1) Operations Control Center Qualification Program. This program shall ensure sufficient training and indoctrination of watch standers prior to qualification. Training topics should include radiotelephone procedures and etiquette, local area knowledge, SAR policies, local procedures, message writing, SAR planning, etc.
- (2) Formal watch relief procedure. Provide a means to properly relay watch critical information from one duty section to the next. Examples include a "Read & Initial" file or relief check-off sheet.
- (3) Line of Communication. Provide watch standers with a clearly defined chain of command from the SMC, SAR officer, CDO to the Commanding Officer.

**6.1.9. FATIGUE.** A condition of impaired mental and physical performance brought about by extended periods or exertion, stress and heavy weather. Commanding Officers and Battle Group Commanders shall consider employing units beyond the limits of fatigue as a calculated risk. The following situations should be considered when taking fatigue under consideration:

a. Off-duty activities can exacerbate fatigue. It is each watch stander's responsibility to prepare for duty by ensuring they receive an adequate amount of sleep, partake of a balanced diet and exercise on a regular basis.

b. Performance is also impaired by medication, alcohol, personal stress and physical injuries.

c. Commanding Officers and Battle Group Commanders shall consider employing units beyond the limits of fatigue as a calculated risk. The probability of a mishap under these conditions is much higher than normal.

**6.2. SAR MISSION COORDINATOR (SMC).** SMC may be shifted during the case as circumstances dictate. The shifting of SMC duties may cause a loss of continuity in the case and valuable information may be lost during the transition. Units must ensure information does not "fall through the cracks" during a SMC shift. The role of the SMC is discussed in detail in the National Search and Rescue Manual.

a. Battle Group Commanders will normally assume SMC. FACSFACSD OCC will assume SMC under all other circumstances.

b. When a Battle Group Commander receives the initial incident report or request for assistance, the Battle Group Commander will normally retain SMC if the case is in the group's AOR.

c. Battle Group commanders shall request FACSFACSD to contact the following agencies, (direct liaison is not authorized):

- (1) PACSARCOORD
- (2) Air Force RCC
- (3) COMTHIRDFLT (COMNAVAIRPAC, COMNAVSURFPAC as required)
- (4) COMPACAREA COGARD
- (5) Any U.S. or foreign Embassy or Consulate
- (6) USDAO Mexico
- (7) U.S. Army
- (8) FAA

**6.2.1. SMC CHECK-OFF LIST:**

a. Initial Action:

(1) Obtain and record all pertinent information on the SAR incident. Assign emergency phase (uncertainty, alert, distress).

(2) Direct PRECOM or EXCOM checks.

(3) Alert other units and facilities capable of developing additional information or verifying current information.

(4) Request FACSFACSD OCC alert DF stations (USCG, USN, FCC and FAA) to listen and obtain DF bearings.

(5) Request the Commanding Officer of the distressed unit initiate an OPREP 3.

(6) Request CASPER support services.

FACSFACSDINST 3120.1E

(7) Establish a communications schedule with the distressed vessel or aircraft.

(8) Dispatch initial SAR forces as appropriate.

b. Search Planning:

(1) Determine datum(s).

(2) Determine and record past and forecasted weather.

(3) Calculate drift and determine search area(s) and search pattern(s).

(4) Determine SAR forces required.

(5) Request any additional SAR forces required.

(6) Obtain clearances in Restricted Areas and Warning Areas (contact FACSFACSD for operations in Mexican territory).

(7) Request GDOC computer drift plot if desired.

(8) Direct datum marker buoy drop at the best datum for drift check.

(9) Draft SAR Action message in accordance with this manual.

c. Search Planning Follow-Up:

(1) As soon as the first search is underway, commence planning for the second search assuming the distressed craft will not be found during the first search.

(2) Re-contact reporting sources and attempt to develop new information or leads.

(3) Evaluate OSC SITREP's for search area coverage. Determine the need for further search of assigned areas.

(4) Determine new search areas based on new hypothesis or projected drift.

(5) Notify SAR participants of future search plans and search units.

(6) Debrief SAR crews for first hand account of actual on-scene conditions and search effectiveness.

(7) Draft SAR Action Plan message for next search.

d. Documentation:

(1) Keep FACSFACSD fully informed of all phases of the SAR mission and of additional circumstances that may arise during a case.

(2) Maintain a plot showing areas searched, POD, search unit sightings, etc.

(3) Keep parent command of the distressed unit/units advised of action taken.

(4) Advise accident investigating authorities.

(5) Contact Public Affairs for preparation of a news release and to arrange for live media coverage.

(6) When no longer required, release SAR forces and inform other agencies.

**6.2.2. OSC CONTROL FORM.** This form should assist the OSC with control of the SRUs. Additionally, it will assist the SMC during the preparation of the SAR Action Plan. Refer to figure 6-B.

**6.2.3. OPERATIONS CONTROL CENTER (OCC) BRIEFINGS.** It is imperative for subordinate units to keep their operational Commander fully briefed on current and pending cases and events. Battle Group and Type Wing Commanders and Commanding Officers of ships not attached to a Battle Group are required to brief the FACSFACSD OCC during the below listed circumstances:

- a. Death or injury of personnel.
- b. Death or serious injury to a civilian during a SAR case.
- c. A vessel sinking.
- d. Squadron not able to meet duty SAR requirement.
- e. Potential hazard to navigation.
- f. Any pollution case.
- g. Any overdue report.
- h. Any multi-unit case.
- i. Any potential search (includes when a Search and Rescue Units (SRU) arrives on-scene and can not locate the distressed vessel).
- j. Loss of any communication capabilities.
- k. Any suspicious vessel or aircraft activity.
- l. Sighting of a lookout vessel.
- m. Any threats to DOD personnel or property.
- n. Any request for assistance from a local, state or federal agency.
- o. Significant media interest in a specific case.

p. Any government official calling with interest in a specific case.

q. Any violation of an exclusive or co-use area.

r. Any cases in Mexican territory.

s. Any boating accidents.

t. Any assistance requested or rendered to civilians.

u. Any suspected hoax cases.

**6.2.4. SEARCH ACTION PLANS.** The Search Action Plan (SAP) is the SAR Mission Coordinator's method of informing all commands of their individual assignments for a specific SAR mission. The message provides a concise, accurate and standard format. For simpler cases, much of the information is not required by the search units, however, the basic format will still be followed. For more extensive and complicated cases additional paragraphs may be added as needed.

**6.2.5. FORMAT.** The SAP is comprised of a subject line followed by six paragraphs. It shall be assigned a precedence of priority or higher.

**6.2.6. SEARCH ACTION MESSAGE FORMAT:**

FM Originator  
TO PACSARCOORD ALAMEDA CA (always)  
FACSFAC SAN DIEGO CA (always, when not originator)  
--- All involved units  
(Incident unit or parent command)  
(Type wings of all involved squadrons)  
INFO COMNAVAIRPAC (when naval aircraft are involved)  
COMCOGARDGRU SAN DIEGO CA (When USCG assistance may be required)  
SUBJ (Abbreviated description of Search Action Plan. Additional SAPs will be identified alphabetically starting with BRAVO.)

**1. SITUATION:**

- A. Brief synopsis of the incident, actions taken and results to date. Include Last Known Position (LKP). Identify as aerospace or surface point trackline or area of probability.
- B. Brief description of primary/secondary search targets and number of persons on board (POB). Include amount and type of survival equipment. NOTE: Not all aircrewmembers look alike. There are variances in equipage based on aircraft type. Not all men overboard are wearing the uniform of the day!
- C. Weather forecast for one hour before to one hour after the scheduled search period.
- D. SRU's on scene, if any.

**2. SEARCH AREAS:**

Define first area as (ALFA), second as (BRAVO), third as (CHARLIE) etc. Give length and width of search area in nautical miles. Identify by latitude and longitude the corner points which mark the boundaries of the search area. Commence Search Point (CSP) is the point at which the search and rescue unit will begin executing its

assigned search pattern.

3. EXECUTION:

AREA: as above.

UNITS: SRU abbreviated callsign, assignment by search area.

PARENT: AC Parent command of SRU.

PATT: Search pattern to be executed by assigned SRU.

CREEP: General direction in which an SRU moves through a rectangular or square Search area, normally the same direction as the crosslegs in degrees magnetic (M))

FIRST TURN (SRU's direction of turn for the first turn of assigned search pattern)

ALT: Altitude assigned for vertical separation of aircraft in adjacent search area; can be modified by OSC.

CALLSIGN/TYPE: USCG SAP messages lists units by type vice callsign. Use this line to spell out callsigns as they will be passed over the radio, and to identify the SRU's by platform type.

4. COORDINATING INSTRUCTIONS:

- A. SAR Mission Commander designation.
- B. On Scene Commander designation.
- C. On Scene/Rendezvous time for SRUs.
- D. Latitude and longitude of the most probable location of the search object, corrected for movement over time.
- E. Standard Probability of Detection (POD) can be determined by entering the Maritime Probability of Detection table in either Joint Pub 3-50 or the SAR TACAID.
- F. Standard units not addressed or tasked in the SAP will not be granted clearance into the search area unless otherwise directed by FACSFAC.
- G. OSC instructions and aircraft safety comments. NOTE: In the absence of USCG assets, sonobuoys make excellent Datum Marker Buoys (DMB) and provided search planners with Total Water Current (TWC). However, they must be tracked for at least one-half hour.
- H. Parent command relief instructions, if required.
- I. Authorization for non-SAR aircraft in the area if desired and approved by FACSFAC.

5. COMMUNICATIONS:

- A. Primary, secondary and tertiary (PRI, SEC, TER) frequencies for communicating with SMC.
- B. Primary, secondary and tertiary (PRI, SEC, TER) frequencies for communicating with OSC.
- C. NAVAIDS, IFF and identifiers for OSC and other air capable platforms involved in the search.

6. REPORTS:

- A. Standard
- B. Standard
- C. Standard

**6.2.7. SITUATION REPORTS (SITREP).** A SITREP is the method by which all interested commands, not present at the scene of an incident, are kept abreast of all operations concerning that incident. SITREPs describe the incident, report action taken, advise what additional forces are required and outline future intentions of the SRUs OSC and SMC (as applicable). They

should be as brief and concise as possible while still being informative. The properly written SITREP is an indispensable tool to the SAR Mission Coordinator during search and rescue operations.

a. The initial SITREP should contain all appropriate information concerning the present situation. Subsequent SITREPs should reference previous SITREPs, be brief and contain only that information which has not been previously reported. The final SITREP should contain information concerning the final action taken, the final disposition of the distressed person or craft and information identifying the vessel, aircraft, or person assisted.

b. SITREPs are submitted by message and assigned a precedence of Priority or higher.

(1) All SITREPs concerning SAR will be addressed to PACSARCOORD ALAMEDA CA.

(2) FACSFAC SITREPs concerning military SAR will be addressed to COMTHIRDFLT and, for information, to PACSARCOORD ALAMEDA CA.

(3) All SITREPs concerning Navy or Marine Corps units in distress will be addressed, for information, to COMNAVSAFECEN NORFOLK VA.

c. Only abbreviations used in this instruction, the National SAR Manual, or other applicable directives are acceptable.

#### **6.2.8. COMPOSITION:**

##### **a. HEADING:**

(1) SITREPs submitted by the SRU: SITREPs are submitted by the SRU (or the parent command of the SRU) to OSC, INFO SMC and PACSARCOORD.

(2) SITREPs submitted by the OSC: The OSC coordinates all actions on scene and compiles a summary of all information obtained from the SRUs. The OSC then sends a SITREP to SMC, INFO PACSARCOORD and all involved units.

(3) SITREPs submitted by SMC: SMCs will submit SITREPs as required to (OPCON), INFO (all involved units).

##### **b. SUBJECT LINE:**

(1) The subject line of the SITREP will never exceed one line. The subject is composed of four parts:

(a) The first word will be the assigned emergency phase as described in paragraphs 450-454 of the National Search and Rescue Manual.

(b) Followed by the SITREP number.

(c) Followed by a brief description of the craft or person assisted (usually the JANAP callsign).

(d) Followed by the nature of difficulty.

(2) In the final SITREP submitted by each unit, the emergency phase is not assigned and the words "AND FINAL" will follow the SITREP number. The nature of difficulty will be excluded if it has been corrected. In a single SITREPs, the nature of difficulty will always remain in the subject line.

(3) Definitions:

(a) M/V-Motor Vessel-to include freighters, tankers, motherships, tugs, etc.

(b) F/V-Fishing Vessel-to include all commercial and private fishing vessels, crab boats, lobster boats, etc. (not carrying passengers for hire)

(c) F/VH-Fishing Vessels carrying passengers for hire to include all commercial and private fishing vessels, sport fishers, charter boats, etc.

(d) P/C-Pleasure Craft-to include any powered pleasure craft, inboard, outboard, cabin cruiser, houseboat, rowboat, etc.

(e) S/V-Sailing Vessel-to include any pleasure craft primarily propelled by sail.

(f) BARGE-any barge, either bulk or liquid cargo (all barges are unpowered).

(g) Vessels fitted for special purposes such as dredges, hydrofoils, landing craft and air cushion vehicles, not included in one of the above categories, should appear in the subject line prefaced with the commonly understood term which best describes the special purpose. Air cushioned amphibious assault craft of the U.S. Navy should be abbreviated as LCAC.

(4) If a SAR case involves a foreign vessel, the nationality indicator is to be included after the name of the vessel in the subject line. The nationality indicators should be taken from the key to symbols denoting ship registry in Table L, Enclosure 2 to Table E to Appendix 10 of Annex C of the COMPACAREA SOP.

c. TEXT:

(1) This format is not a fill-in-the-blank form; it is intended that enough data will be given so that the addressee need not refer to this check-off list to understand the message.

(2) The body of the SITREP will be composed of five paragraphs as described in the following format:

(a) SITUATION. A description of the case and the conditions that affect the case including on scene weather and any additional information that will clarify the nature of the case. After the first SITREP, only changes to the original reported situation need be included.

(b) ACTION TAKEN. A chronological report of all action taken since the last report including result of such action. Prior to



suspending any unsuccessful search, a request for approval shall be made to FACSFACSD.

(c) AMPLIFYING INFO. Any information that is needed to clarify the situation, action taken, future plans, overall picture or amount/type of significant media interest. When an unsuccessful search has been conducted, include the areas searched, a measure of the effort (i.e. sorties flown, hours searched and the coverage factor of Probability of Detection (POD)).

(d) FUTURE PLANS AND RECOMMENDATIONS. A description of actions planned for future execution. Include any recommendations and, if necessary, a request for additional assistance

1. SRUs can recommend a search be suspended in the "Future Plans and Recommendations" paragraph. The SRU would not include a "Case Status" paragraph.

2. When a case is ongoing and an SRUs services are no longer required, that SRU may assign "CASE CLOSED THIS UNIT" in the "Future Plan and Recommendations" paragraph. The SRU would not include a "Case Status" paragraph.

(e) CASE STATUS. Used only on the FINAL SITREP. "CASE CLOSED" or "ACTIVE SEARCH SUSPENDED PENDING FURTHER DEVELOPMENTS" are the only acceptable phrases.

1. Only FACSFACSD can suspend a military search in the EASTPAC OPAREAs. The SMC must receive approval from FACSFACSD prior to assigning this case status.

**6.2.9. PROBABILITY OF DETECTION (POD).** During extended searches, it is imperative that a maximum amount of information be promptly received by the SMC. One of the most important criteria used in search planning is the probability of detection (POD). All PODs reported from the scene should give the figure for the first search. When more than one sensor is used (i.e., visual, radar, FLIR, etc.), the POD for each sensor should be reported separately. Every POD should specify its target, be it a boat, raft, debris, man in water, etc.

**6.2.10. MEDEVAC CASES.** In addition to the normal information required in SITREPS, MEDEVAC cases require the following additional information:

- a. Name of each person removed from the vessel.
- b. Name, address, age, nationality, Visa/Passport number, nature of injury or illness or the patient.
- c. Location where patient was delivered (include ambulance service and hospital if applicable).
- d. Condition of the patient upon delivery.
- e. Name, rank, command and recommendation of flight surgeon contacted prior to MEDEVAC.

**6.2.11. SITREP SUBMISSION:**

a. SITREPS shall be submitted:

(1) By SMCs as soon as practical. They should not be delayed unnecessarily for confirmation of all details.

(2) When important new developments occur during a mission (i.e., significant sightings, new information, on-scene weather changes, time critical info, etc.)

(3) By the OSC at least every 4 hours if practical.

(4) At the conclusion of the case.

b. Units shall INFO PACSARCOORD ALAMEDA CA on all SITREPS involving USCG.

c. The SMC will keep FACSFACSD expeditiously advised of all relevant SITREP information.

**6.3. SAR MISSION CONCLUSION AND CASE STATUS.** Mission conclusion is the final stage of the SAR incident.

a. Only the military SAR Coordinator (SC), FACSFACSD, can suspend a military search. This does not include searches conducted as a result of a flare sighting. FACSFAC will seek concurrence from the chain of command of the distressed unit prior to suspension of any SAR mission.

b. The SMC may recommend and request that a search be suspended after the following factors have been considered:

(1) The probability of surviving the initial incident.

(2) The probability of survival after the initial incident.

(3) The probability that the search object was in the search area.

(4) The quality of the search.

c. The SRUs and SMC involved in a case should report the "Case Status" as a separate paragraph in their final SITREP. The case status shall be reported as either:

(1) CASE CLOSED

(2) ACTIVE SEARCH SUSPENDED PENDING FURTHER DEVELOPMENTS

d. Only the SC has the authority to classify a case as a "False Alarm" or a "Hoax".

**6.4. MEDICO and MEDEVAC.** COMNAVBASESDINST 4630.4K (series) designates FACSFACSD as the Regional Coordinator for Medical Consult (MEDICO) and Medical Evacuation (MEDEVAC) relay for ships at sea. FACSFACSD will provide rapid communications relay for ships with personnel who have medical problems. FACSFAC will relay the medical traffic to a military health care

facility. If evacuation becomes necessary, it is the responsibility of the SMC to coordinate the transfer of the patient

a. Any vessel requesting MEDICO/MEDEVAC shall complete a Medical Incident Sheet and pass the information to the appropriate SMC, normally FACSFACSD Operations Control Center.

b. FACSFAC will normally be SMC for all military MEDICOs.

c. In all MEDICO and MEDEVAC situations, competent medical authorities shall be consulted for a recommendation. This consultation is not necessary to obtain a "concurrence" for proposed actions. It is only one of numerous factors the SMC must consider before deciding on an appropriate course of action. Some other factors to be considered are: the patient's clinical status, probable clinical course if the MEDEVAC is delayed or not performed, medical capabilities of responding personnel and equipment, type of aircraft available, distance offshore, environmental conditions, etc. FACSFAC shall maintain liaison with medical facilities in EASTPAC SOCIAL OPAREA. The primary sources for emergency medical advice available to the SMC are in order of priority as follows:

- (1) U.S. Navy Flight Surgeon.
- (2) U.S. Navy general medical officer.
- (3) Other U.S. Navy specialist.

d. Flight safety is of paramount importance. In all cases, when the SMC has directed a MEDEVAC, the Aircraft Commander (AC) will make the final decision to conduct a hoist based on flight safety.

e. Possible heart attack patients have additional factors to be considered. A majority of deaths due to heart attacks occur during the first few minutes. Therefore only a small number of cases will be greatly influenced by immediate evacuation. In some cases the condition may be aggravated during the helicopter hoist when landing is not possible. The medical officer working the case must be made aware of the hazards present to the patient and SRU's crew.

f. A BABYVAC is conducted when a neonatal specialist requests transportation for a patient who needs additional care within 24 hours. Normally they are requested to transport military dependents from a base to a large DOD medical center. The following policies apply:

(1) Duty SAR aircraft will not normally be used for BABYVACs. The primary mission of Duty SAR aircraft is maritime SAR. If a second aircraft and crew is available, the cognizant type wing may authorize their use for completing a BABYVAC.

(2) BABYVACs will not be conducted for commercial or civilian convenience.

(3) Criteria for hospital-to-hospital transport is as follows:

- (a) Suitability and availability of aircraft.
- (b) Non-impairment of primary mission area or training.

(c) Emergency is genuine and involves actual lifesaving or reduction of disability.

(d) Noncompetitive with available and adequate commercial air ambulance service.

(e) Need for emergency movement based on medical decisions.

(f) Trained health care personnel must be provided by the requesting medical facility as per the patient's needs.

(4) In non-emergency cases contact an air station of the same military service as the sponsor and offer them the opportunity to help their own.

**6.5. EMERGENCY LEAVE PERSONNEL TRANSFER (HUMEVAC).** Evacuation of a service member for humanitarian reasons (i.e., emergency leave, etc.). There is no over-riding concern for the member's immediate physical welfare. They are handled in much the same manner as a MEDEVAC with much lower priority. Nighttime HUMEVAC flights are prohibited.

**6.6. DIVING ACCIDENTS.** Decompression sickness and air embolisms require urgent recompression followed by a lengthy decompression treatment. This treatment can only be obtained using a hyperbaric chamber.

a. Per COMSUBPACREPWCINST 6420.2A, Commander Submarine Development Squadron Five (COMSUBDEVRON FIVE) has the responsibility for the coordination of the San Diego area BENDS watch bill.

b. Procedures for conducting a diving accident MEDEVAC are the same as for other medical evacuations.

(1) It is extremely important for both the medical officer being consulted and for the chamber facility to be kept completely informed as the case develops.

(2) Consultation with alternate diving medical facilities (i.e., USC MEDALERTCEN, UC San Diego, etc.) does not fulfill the requirement to contact a flight surgeon as outlined in the MEDICO/MEDEVAC section of this chapter.

(3) Dive accident injuries are aggravated by reduced atmospheric pressure. Aircraft conducting dive accident MEDEVACs should fly at the lowest safe altitude.

**6.7. FLARE SIGHTINGS.** Red and orange flares and pyrotechnics are recognized as marine and aviation distress signals. While only red and orange flares are recognized as distress signals, experience has shown that flares of all colors have been used to signal distress (white flares are frequently sold as "test" flares and are used if other color flares have been expended). Non-red or orange flares must be evaluated according to the facts and may indicate a need for assistance.

a. While there are many false alarms due to illumination, pranks and misuse of pyrotechnics, numerous rescues are effected as a result of

responses to flare sightings. A prompt and proper response to a flare sighting yields the greatest chance of a successful rescue. Where search results are negative, an early and thorough response can spell the difference between a timely, confident suspension decision and a more protracted, resource intensive search with a less confident suspension decision.

(1) Units will respond to all red or orange flare sightings and place them in the distress phase, unless they can be positively explained otherwise. All other flare sightings shall be thoroughly investigated and responded to consistent with the evaluation of all the facts.

(2) Upon receipt of a flare report FACSFACSD OCC will complete a FLARE SIGHTING REPORT. A Facility Watch Supervisor (FWS) should personally debrief the reporting party to fully evaluate the information. The sighting information must be gathered from the reporting source quickly while it is still fresh in their mind.

(3) Battle Group Commanders will maintain a liaison with other sources in their AOR to assist in resolving flares. Battle Group Commanders shall also maintain a liaison with FACSFACSD to establish procedures for advance notification of operations or exercises likely to produce flare sighting reports or to be mistaken for other distress situations.

(4) A flare sighting can only be resolved when the source of the flare is located or can be positively explained. Unresolved red or orange flare sightings will require a first light search. Other colored flare sightings will be handled on a case by case basis.

(5) Commands may be equipped for searches using Night Vision Goggles (NVG) or Forward Looking Infrared Radar (FLIR). When search conditions are ideal (moon illumination, calm seas, light winds), a NVG or FLIR search may provide the same Probability of Detection as a daylight search. For unresolved cases under these conditions, a first light search may not be necessary and recommendations to suspend the search should be made per standard procedures.

(6) Only PACSARCOORD is authorized to suspend a flare search.

**6.8. DIRECTION FINDING (DF) NETWORKS.** Three DF systems are available with EASTPAC SOCAL OPAREA:

a. FCC: This system covers the EASTPAC area for signals ranging from 2,000 to 30,000 KHz. There is also an FCC system which covers the San Diego and Los Angeles Basin coastal areas in the 25-2000 MHz VHF-FM/UHF range. The San Diego DF system can provide a DF within 15 seconds after receiving a call. There is a 24 hour operations center at the FCC officer in Washington, DC, phone: (202) 632-6975. Alternate numbers during working hours are (888) 225-5322, (310) 402-7519, (619) 557-5698 or (510) 723-8515.

b. U.S. Navy: This system covers the entire Pacific, north of the Equator, for signals on all of the MF and HF frequencies. The network can provide HF fixes.

c. FAA: This system is maintained at various civilian and military airport towers in California. The system can DF on VHF-FM frequencies in the 118-156 MHz range.

d. FACS FACSD will maintain the established working relationships with the FAA facilities. Battle Group Commanders will contact FACS FACSD OCC for FAA or FCC DF assistance

e. Battle Group Commanders are authorized direct liaison with Navy DF networks.

**6.9. ELT FALSE ALERT.** Emergency Locator Transmitter (ELT) false alerts or inadvertent ELT transmissions result in the following problems:

a. A substantial and unnecessary burden on the SAR system.

b. An operational security violation by units under virtually any Emission Control (EMCON) condition.

c. Masking of an actual distress signal within the same Area of Probability (AOP) as a false alert.

d. When the cause of a SAR case cannot positively be verified as a false alert, the case remains open.

**6.9.1. TRANSMITTER PATH.**

a. Aviators and mariners in distress use ELTs to transmit an emergency signal to the U.S. Sarsar and/or the Russian COSPAS satellites. The accuracy of the standard military 121.5 MHz signal is 10 to 20 miles.

b. The ELT emergency signal received by the Sarsat/COSPAS satellite(s) is retransmitted to Local User Terminals (LUT) in place in the U.S. and in several foreign countries.

c. The LUT station passes the location of the aviator or mariner in distress in the form of an AOP to the U.S. Mission Control Center ((USMCC) at Suitland, MD. The USMCC sends the AOP to the proper land or sea Rescue Coordination Center (RCC).

d. Each ELT transmission is treated as an actual distress signal. For AOPs in the EASTPAC SOCAL OPAREA, the U.S. Coast Guard sends the search and rescue forces. These SAR forces include fixed wing aircraft, helicopters, ships, boats and may include commercial airliners or commercial ships.

**6.9.2. ACTION REQUIREMENTS.**

a. FACS FACSD shall be notified immediately when units operating in the EASTPAC OPAREAs become aware of any ELT signal. This includes awareness of the possibility of a false alert by own unit.

b. Aviators and mariners can help stop false alerts by doing the following:

(1) ELTs should be properly mounted.

(2) ELTs should be maintained regularly.

(3) ELT batteries should be disconnected when the unit is not regularly used, such as inport periods, hanger/phase maintenance or when the ELT is being shipped or disposed of.

(4) Be thoroughly familiar with ELT operating instructions.

(5) Test ELTs only during the first 5 minutes of any hour and limit the test to 3 audio sweeps.

(6) If capable, listen to 121.5 MHz to verify that the ELT is not accidentally on.

c. The FACSFAC FWS or CDO will immediately notify Coast Guard GRUCOM SDIEGO of any reported ELT signal. For false alerts, the Coast Guard requires definite verification but does not require unit identification.

d. FACSFACSD will assist in the prosecution of all SAR cases in the EASTPAC SOCAL OPAREA resulting from ELT signals. Units within the AOP will be requested to check ELT status to eliminate the possibility of distress signal masking.

e. If false alert is suspected and admissions are not forthcoming, the following procedures may be directed:

(1) Request Direction Finding (DF) assistance from the FCC and any DF capable units in the OPAREA.

(2) Playback FACSFAC controller tapes. Obtain hardcopy printouts of the location and identification of all units within the AOP and their movements relative ELT detection and termination.

#### **6.10. MARITIME SAR ASSISTANCE POLICY.**

a. Non-Distress cases are ones in which the unit or person experiencing some difficulty is not in imminent danger or in need of immediate assistance. The determination as to whether a particular case falls into this category will always be made by the local operational commander/SAR Mission Coordinator (SMC) based on the best information available at the time the call is received. The initial determination governs how a case is treated.

b. Distress situation factors: The SMC may consider a DISTRESS situation to exist when, after considering all factors, he or she believes that imminent danger exists or that an immediate response is required. The relevant factors include:

(1) The nature of the situation.

(2) Position of lack of known position.

(3) Type, size, reported condition of the mishap unit, emergency signaling devices and survival/life saving equipment onboard.

(4) Visibility including daylight and darkness conditions.

(5) Tide and current conditions and the ability of the unit to anchor or remain afloat (flotation equipped helicopters).

(6) Present and forecast weather including wind and sea conditions and air and sea temperature.

(7) Special considerations such as number or personnel onboard, age, health and special medical problems.

(8) Ability of the vessel to maintain reliable communications with the source of assistance.

(9) Degree of concern of the mariner for the safety of the occupants of the vessel (ask the questions), "Do you have safety concerns?" and if so "What are they?"

(10) After evaluating the relevant factors, consider the potential for the situation to worsen.

c. Emergency Conditions: Additionally, the SMC may consider a case to be a DISTRESS situation if any of the following conditions exist:

(1) Reliable communications are lost or do not exist:

(a) Citizen's band radio communications are not considered reliable communications.

(b) Operational commanders may determine whether a cellular telephone, in the absence of another type of radio, provides reliable communications.

(2) Any call received during bad weather or any call received when bad weather is expected to arrive before the unit requesting assistance can be reached by any available source of assistance will always be treated as a DISTRESS situation regardless of any other factors.

(a) Bad weather is considered to exist within a given area when Small Craft Advisories, Gale Warnings or higher warnings have been posted by the National Weather Service. In the absence of a NWS posting, bad weather can be considered to exist wherever existing conditions would justify the posting of Small Craft advisories or higher warning.

(b) The SMC may refer bad weather cases to readily available Coast Guard operators. They must be willing to take the case and be able to reach the scene before DOD resources.

(3) Humanitarian Cases: The SMC may treat a non-distress case as a DISTRESS situation if warranted by humanitarian considerations.

d. Reasonable time and timely assistance, as used in this chapter to describe the responsiveness of an SRU, shall mean on-scene a case within one hour. This time may be extended at the discretion of the local operational commander/ SMC. A timely and effective response will always be the governing criteria in deciding who will handle a case.



e. DOD resources include regular active duty personnel, reserve personnel when serving under any form of active or inactive duty orders; ships, boats, aircraft and equipment of regular and reserve DOD units.

f. The local operational commander is the regular or reserve unit that receives a request for assistance. After receipt of the initial call, the SMC is the unit or command that controls prosecution of the case

**6.10.1. ACTION UPON RECEIPT OF A CALL CLASSIFIED A DISTRESS SITUATION.**

a. FACSFACSD will continue to receive all calls from military units for assistance within the EASTPAC SOCAL OPAREA including cases judged to be a non-DISTRESS nature. FACSFAC will respond to all DISTRESS phase cases. FACSFAC may respond to non-DISTRESS phase cases under the guidelines set forth below. Remember, a response does not always mean dispatching units. Passing information or monitoring progress can be a sufficient response in some cases.

b. Upon receipt of a call for assistance, the local operational commander determines the nature of severity of the problem, the location and the on-scene weather. The SMC shall classify the case as DISTRESS or non-DISTRESS based on an evaluation of the factors. If reasonable doubt exists about the emergency phase of the case, assume that a DISTRESS situation exists and pursue the case with Navy resources.

(1) If the case is classified as DISTRESS, the SMC shall take appropriate action to prosecute the case. If DOD resources are not available, the SMC may arrange for assistance from the Coast Guard.

(2) If the case is not classified as a DISTRESS, follow the procedures below. Periodically review the case to determine whether it has become a DISTRESS situation.

**6.10.2. ACTION UPON RECEIPT OF A CALL CLASSIFIED AS NON-DISTRESS SITUATION-** For cases determined not to be in the DISTRESS emergency phase, advise the personnel on the vessel requesting assistance that:

a. It appears there is no imminent danger.

b. FACSFACSD will contact other units in the EASTPAC SOCAL OPAREA and the NAS North Island Duty SAR Type Wing to determine if they will respond to a non-DISTRESS request for assistance.

**6.11. ASSISTANCE IN FOREIGN WATERS AND TERRITORY.** As per the "Treaty to Facilitate Assistance to the Salvage of Vessels in Territorial Waters" ratified by the United States of America and the United Mexican States, March 7, 1936: "Vessels and rescue apparatus, public or private, of either country may aid or assist vessels of their own nationality including passengers and crews thereof, which may be disabled or in distress on the shores or within the territorial waters of the other country within a radius of 720 NM of the intersection of the international boundary and the coast of the Pacific Ocean. The Commanding Officer of a vessel or rescue apparatus entering or intending to enter the territorial waters of Mexico to assist a distressed

vessel shall, at the earliest practicable moment, send a notice of such action or intention to the competent authorities of the port of entry of that country nearest to the scene of distress. This notice may be sent by radio or telegraphic dispatch or any other expeditious method of communication. He may proceed to and assist the distressed vessel unless advised by Mexican authorities that adequate assistance is available or that, for any other reason, such assistance is not considered necessary. Notice of departure shall be made in like manner. The assistance issued in this article means an act necessary or desirable to prevent the injury arising from a marine peril, of persons or property, and the word "vessel" includes aircraft, as well as every kind of conveyance used or capable of being used for transportation on water".

a. FACSFACSD is occasionally notified of distress cases in the Territorial waters of Mexico. These cases can usually be divided into those requiring prior approval to enter Mexican airspace and those which meet the terms of the 1936 Treaty.

b. The National Search and Rescue Manual discusses SAR coordination procedures with Foreign Service Posts (FSP), Embassies and Consulates. In general, the U.S. Department of State is responsible for the protection of U.S. citizens abroad. The FSPs, Embassies and Consulates depend on resident country facilities, assistance from the Coast Guard and other U.S. agencies for SAR case prosecution.

c. FACSFACSD shall be notified of all military cases in Mexican Territorial water before military resources enter Mexican airspace or territorial waters.

d. Whenever practicable, FACSFACSD will request Coast Guard assistance in prosecuting a military SAR in Mexican Territorial waters in order to limit the scope of any "military incursion".

e. Unless warranted by an inflight emergency, military aircraft will not land on or over fly Mexican land masses without prior approval from the Government of Mexico (GOM).

#### **6.11.1. PROCEDURE.**

a. Cases which meet the terms of the 1936 Treaty:

(1) FACSFACSD will be notified if any unit becomes aware of a military distress case in the Territorial waters of Mexico within 720 miles of the International boundary.

(2) FACSFACSD will initiate all calls to the United States Defense Attache (USDAO) to inform the GOM of our intentions/actions. If necessary, FACSFACSD will request permission for an aircraft to land in Mexico.

b. Cases which do not meet the terms of the 1936 Treaty:

(1) FACSFACSD will be notified if any unit becomes aware of a non-distress case in the Territorial waters of Mexico within 720 NM of the International boundary.

(2) FACS FACSD will initiate all calls to the USDAO to request permission from the GOM for entry of military vessels or aircraft prior to the units(s) actually entering Mexico.

c. Searches to be conducted in Mexican Territorial waters or airspace require prior approval from the GOM.

**6.12. RECOVERY OF HUMAN REMAINS.** The violent nature of most military mishaps occasionally results in a need for SRUs and OSC(s) to transmit information regarding the recovery of human remains.

a. Information of this nature has a significant impact on the decision to continue, suspend or terminate a given search and rescue mission.

b. Transmitting graphic details regarding such recoveries over clear voice radio frequencies is inappropriate and can have a demoralizing effect on the entire SAR mission organization.

c. This enclosure is intended to provide a standardized method for passing necessary data regarding the recovery of human remains and to eliminate the transmission of inappropriate information over clear voice frequencies.

**6.12.1. REPORTING PROCEDURES.** Historically, the term "sensitive parts" has been used to indicate the recovery of human remains.

a. The following modifications of this terminology shall be used to provide search planners and decision makers the needed information without graphic wording.

(1) "Vital sensitive parts" by quantity or (vital) organ nature, presume fatality.

(2) "Non-vital sensitive parts" are not necessary to support life.

(3) "Unknown sensitive parts" can not be identified.

b. In all cases, emergency medical advice will be obtained from competent medical authority using the guidelines set forth in the MEDICO/MEDEVAC section of this chapter.

c. The recovery of vital sensitive parts will not automatically result in termination of the search effort.

**CHAPTER 7**

**HAWAIIAN OPAREAS**

**7.1. GENERAL INFORMATION.** FACSFAC Pearl Harbor is located in Building 75 on Ford Island. Unless otherwise NOTAM'd the facility is manned from 0700-2200W Monday through Friday, 0800-1600W weekends and closed federal holidays.

**7.1.1. Mailing Address:**

Officer in Charge  
Fleet Area Control and Surveillance Facility  
Building 75, Ford Island  
Pearl Harbor HI 96860-7625

**7.1.2. PLAD Address:** FACSFAC PEARL HARBOR HI //XX// (XX)-Office Codes

Office Codes:

OIC	00
Asst. OIC	01
ADMIN	10
ATC	34
EMO	50
SCHEDULES	33
SURFACE	31

**7.1.3. Radio Call Sign:** HULA DANCER

**7.1.4. Facility Phone Numbers:**

COMM: 808-472-XXXX

Officer In Charge	472-8766
Asst. Officer In Charge	472-8359
Command Senior Chief	472-7340
Administrative LCPO	472-8457
Command Fax	472-7317

AIR TRAFFIC CONTROL	
Air Traffic Control Officer	472-8359
Air Traffic Control LCPO	472-8358
Air Traffic Control Training Chief	472-7338
Air Traffic Control Radar Chief	472-7338
Facility Watch Supervisor	472-8496

SURFACE OPERATIONS	
Surface LCPO	472-7347
Surface LPO	472-7330
Surface Operations	472-7333

SCHEDULING	
Scheduling Officer	472-8669
Scheduling LPO	472-7341
Fleet Scheduler	472-8661

ELECTRONICS MAINTENANCE

EMO	472-7340
Maintenance Chief	472-7334
Maintenance LPO	472-8370

**7.2. HAWAIIAN OPERATING AREAS.** FACSAC Pearl Harbor and Pacific Missile Range Facility (PACMISIRANFAC) Barking Sands maintain surveillance and coordinate the scheduling of Hawaiian Fleet OPAREAs to ensure maximum availability and utilization of limited areas and assets. Hawaiian FLT OPAREAs are shown on Chart 19002 Ed. 9 and designated according to their normal utilization as follows:

- |  |   |
|--|---|
| a. Warning Areas/Special Operating Areas | Aircraft and surface exercises including gunnery; for continuous use. No operations which constitute a hazard to aircraft will be conducted in the surface areas without prior coordination with FACSAC Pearl Harbor. |
| b. Neutral                               | For transiting ships and miscellaneous exercises, no gunnery.   |
| (1) DELTA ROMEO                          | Shipboard Electronics Systems Evaluation Facility, AN/ULM-4 testing.  |
| (2) FOXTROT ROMEO                        | WSAT/FORACS sensor accuracy checks, sonar, radar, navigation, C2W, EM log calibration, SSRNM for surface ships.   |
| (3) WHISKEY ROMEO                        | Shipboard Electronics Systems Evaluation, AN/ULM-4 testing.   |
| c. Restricted Areas                      | For special exercises; for use as specified for area concerned.   |
| d. Submarine Transit                     | Submarine transit lanes from ocean floor to surface when activated. Shown on Chart 19002.   |
| e. GRID Operating Areas                  | Air, surface and subsurface, for continuous use.  |

**7.2.1. SPECIAL USE AREAS.** Due to the structure of Hawaiian Special Use Airspace and the absence of transit corridors, FACSAC Pearl Harbor may, when necessary, direct aircraft, ADCF/GCI sites and/or surface units to temporarily limit/restrict their operations to allow safe and timely transit of other traffic to/from assigned OPAREAs.

a. Anchorage - To request anchorage outside Pearl Harbor (Waikiki Beach), contact Aloha Tower Harbor Master on VHF Channel 12. For all other anchorage's, contact Naval Station Pearl Harbor at least two weeks in advance. If unable to request via message, contact Pearl Harbor control on

VHF Channel 69 at least two hours prior to arrival. While in Hawaii, contact Aloha Tower at (808) 587-2070 and Port Control at (808) 474-1165.

b. Submarine Transit Corridors/Lanes - ST-Aloha and ST-Hula lie within the Hawaiian Fleet OPAREAs as listed on chart 19002. They are to be considered as separate areas and are not part of the other areas through which they pass. Surface units shall remain clear of transit lanes except to cross them while going to and from OPAREAs. COMSUBPAC will control operations in these transit lanes at all times. Activation of specific Submarine Transit Lanes will be promulgated by the CTG 14.5 Submarine Supplement to the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.

c. Air Traffic Control Assigned Airspace (ATCAA) - FAA Honolulu CERAP has defined 11 ATCAAs which can be used for military training evolutions. ATCAAs are not Fleet OPAREAs, but can be used to extend training areas for specific times and training evolutions. ATCAAs are approved by FAA Honolulu CERAP and can be requested by any military, government or civilian user. Military users shall address requests for ATCAAs to FACSFAC Pearl Harbor, info FAA Honolulu CERAP. FACSFAC Pearl Harbor will coordinate these requests with FAA and forward approval to the requesting unit.

**7.3. GENERAL REGULATIONS.** FACSFAC Pearl Harbor is the Regional Airspace Coordinator and point of contact for all airspace requests or extensions to the Hawaiian Fleet OPAREAs. Requests shall be forwarded to FACSFAC Pearl Harbor for coordination with the FAA.

**7.3.1. RESPONSIBILITIES.** Strict adherence to the provisions of this manual is necessary to ensure maximum utilization of limited areas and assets. In an emergency requiring immediate action, aircrew may deviate from any rule of this instruction to the extent necessary to meet that emergency. HULA DANCER shall be notified of that deviation as soon as practical. Aircrews that deviate from any rule in this instruction shall, upon request, submit a written report within 48 hours to the Officer in Charge, Fleet Area Control and Surveillance Facility Pearl Harbor.

a. Fleet OPAREA Coordinator: FACSFAC Pearl Harbor is the geographical OPAREA Coordinator responsible for the day-to-day coordinated use of the Hawaiian Fleet OPAREAs. PACMISRANFAC Barking Sands is designated OPAREA Coordinator for the Pacific Missile Range Facility's OPAREAs.

**7.3.2. SCHEDULING AUTHORITIES.** The Scheduling Authority is the sole approving authority for all requests from any activity desiring to operate in the Fleet OPAREAs assigned to that Scheduling Authority. Scheduling Authorities are assigned scheduling responsibilities for specific Hawaiian Fleet OPAREAs as follows:

a. FACSFAC Pearl Harbor:

(1) Barbers Point Restricted Anchorage.

(2) Air and surface space of W-189/192/193 and W-194, subdivided into Special Operating Areas ONE through TWELVE.

FACSFACSDINST 3120.1E

- (3) Air and surface space of W-190/191 and W-196.
- (4) Kaula Rock Restricted Area R-3107 and W-187.
- (5) GRID Operating Areas, Air and Surface.
- (6) RAINBOW (Subsection of W-188).
- (7) Air Traffic Control Assigned Airspace (ATCAAs).

b. COMSUBPAC:

- (1) Submarine Transit Lanes.
- (2) GRID Operating Areas, Subsurface (90 feet below the surface to the ocean floor).

c. Commanding Officer, PACMISRANFAC HAWAREA:

- (1) PMRF Barking Sands Grid Operating Areas and R-3101.
- (2) Air and Surface space of areas W-186 and W-188.

d. OIC, NAVUNSEAWARCEN Det Lualualei, HI:

- (1) AN/ULM-4 (DELTA ROMEO).
- (2) FORACES III (FOXTROT ROMEO).

**7.3.3. USING AGENCY.** FAAO 7400.8 Series, Special Use Airspace, identifies FACSFAC Pearl Harbor, as the Using Agency for W187/189/190/191/192/193/194/196 and R-3107, and PACMISRANFAC (PMRF) HAWAREA Barking Sands as the Using Agency for W-186/188 and R-3101. PMRF has subdelegated the eastern section of W-188, east of 159°30'W (known as RAINBOW) to FACSFAC Pearl Harbor. Using Agency responsibilities are defined in the Federal Aviation Regulation (FAR) Part 73, Special Use Airspace and FAAO 7400.2D, Procedures for Handling Airspace Matters.

**7.3.4. USERS:**

a. Users will follow specific control and management, safety and reporting instructions listed within this chapter and individual Sub-OPAREA descriptions.

b. FACSFAC Pearl Harbor Weekly Synopsis/CTG 14.5 Submarine Supplement:

(1) The movement of all ships and aircraft operations in the local OPAREAs are governed by the FACSFAC Pearl Harbor Weekly OPAREA Synopsis, which is distributed each Thursday of the proceeding week. All submarine movements in the Hawaiian Fleet OPAREAs are governed by the CTG 14.5 Weekly OPSKED, a supplement to the OPAREA Synopsis.

(2) All units will comply with the instructions contained therein as if the Weekly OPAREA Synopsis/Submarine OPSKED Supplement emanated from their operational commander. Using commands should review all events in

the Weekly OPAREA Synopsis/OPSKED Supplement and in subsequent changes immediately upon receipt. Commands responsible for routing message traffic to ships, squadrons, detachments or other subcomponent users of the Hawaiian OPAREAs shall take all appropriate measures to ensure those subcomponents receive the Weekly OPAREA Synopsis and OPSKED Supplement in an expeditious manner.

(3) HUMPBACK WHALE SEASON. Humpback Whales are federally protected under a number of laws and transit Hawaiian waters as part of their annual winter migration. Humpbacks generally depart the Hawaiian waters in Mid-May. The following rules apply when operating in the Hawaiian OPAREAs:

(a) When operating within 200 NM of the Hawaiian Islands, it is **illegal** for any vessel to approach within 100 yards or any aircraft to operate within 1,000 feet of a Humpback Whale. The criminal penalty for non-compliance is a fine up to 25,000 dollars and or up to six months in jail. Ensure your watch officer and pilots understand the restrictions and make all reasonable efforts to comply. Be aware that whales are naturally inquisitive and in the past have initiated close encounters despite the best efforts to avoid them.

(b) Actions in the event of a collision or close encounter with a Humpback Whale:

1. In the event of a collision, submit details via OPREP-3 NAVY BLUE.

2. Add as additional action addressee: COMNAVBASE PEARL HARBOR//N3/N00L//

3. Include as info addressee: CINCPACFLT PEARL HARBOR HI//N465//CNO WASHINGTON DC//N45//

4. Any close encounter, which in the judgment of the pilot or commanding officer, could generate public or press interest should be reported via OPREP-3 NAVY BLUE or Unit SITREP.

5. Log entries should be made to document actions taken to avoid or mitigate close encounters. This record could prove useful to establish a pattern of good faith efforts to avoid collisions should an incident later occur. Copies of such log entries may be provided via fax to COMNAVBASE Pearl Harbor N00L at (808) 474-8755.

6. The following information should be included in any OPREP-3 NAVY BLUE or Unit SITREP:

a. Date, Time and Position.

b. Speed and direction of vessel.

c. Weather conditions, visibility and sea state.

d. Describe the whale in as much detail as possible (e.g., length, color and any other distinguishing features).



7. Reports are intended to assist the Navy in assessing compliance status and for COMNAVBASE Pearl Harbor to advise the Hawaii Office of National Marine Fisheries Service if appropriate.

**7.4. AIR TRAFFIC CONTROL (ATC) PROCEDURES.** FACSFAC Pearl Harbor is responsible for area containment to preclude conflicts with other air traffic under FAA control. The following services will be provided by ATC to aircraft operating in Special Use Airspace (SUA) as follows:

- a. Provide radar separation and/or radar navigational guidance to aircraft transiting to/from assigned SUA.
- b. Provide radar monitoring to assist in Warning Area containment.
- c. Notify all flights entering SUA of hot areas and other hazardous operations being conducted within adjacent Warning Areas.
- d. Provide assistance to aircraft experiencing emergencies.
- e. Issue or relay ATC clearances to participating aircraft.
- f. Affect required coordination with appropriate facilities to ensure safe movement of aircraft operating within SUA.
- g. HULA DANCER may direct aircrews and ADCF/GCI sites and/or surface units to temporarily restrict/limit their operations to allow safe and timely transit of other traffic.
- h. UHF Guard (243.0) and VHF Guard (121.5) are constantly monitored. Tactical frequencies are available upon request.
- i. Aircrews shall remain on either the primary or secondary frequency while in the area unless another frequency has been assigned/approved by HULA DANCER.
- j. All aircraft entering W-188 RAINBOW, W189/190/191/192/ 193/ 194/ 196 or R-3107/W187 shall check-in with HULA DANCER on 308.1 MHz or 127.0 MHz. All aircraft entering W-186 or W-188 contact OUTRIDER on 322.0 MHz. A limited number of discrete frequencies are available from HULA DANCER on request. HULA DANCER or OUTRIDER must authorize frequency changes for their applicable areas.
- k. When emergencies occur, switch transponder to Mode III/A 77XX (XX=last two digits of assigned discrete squawk) and contact HULA DANCER or OUTRIDER on assigned frequency or UHF Guard as appropriate.

**7.4.1. FLIGHT PROCEDURES:**

- a. IFF: HULA DANCER relies on IFF Mode II/III and C to monitor the position of ships and aircraft operating within its radar surveillance area.
- b. Communications and Control: All aircraft shall have operable communications, navigation and identification equipment on all flights.
- c. Aircrews are reminded that separation from other aircraft is primarily the responsibility of the aircrew.

d. Operating Normal Reports: OPS NORMAL reports are required every hour (30 minutes for helicopters) when operating in FACSFAC Pearl Harbor assigned airspace and not under radar control. Reports will consist of aircraft identification, time and position. If an OPS NORMAL report is not received, HULA DANCER will initiate radio and telephone checks ten minutes after the report was due. If both radar contact and radio communications are lost with an aircraft operating within FACSFAC Pearl Harbor airspace, HULA DANCER will initiate aircraft search and rescue procedures. It is imperative that aircraft advise HULA DANCER when operational requirements will take them below radar/radio coverage (line of sight from Mt. Kaala). Approximate coverage from Mt. Kaala are:

<u>Altitude</u>	<u>Range</u>
Surface	50 NM
1,000	80 NM
3,000	140 NM
5,000	170 NM

e. Lost communication Procedures: The following lost communication procedures shall be used by all aircraft operating in the Hawaiian Fleet OPAREAs:

(1) VMC - Squawk the appropriate VFR code, depart the area at an appropriate VFR altitude and land as soon as practical. Notify HULA DANCER at (808) 472-8496 as soon as possible after safe on deck.

(2) IMC - Squawk code 7600. The aircrew shall delay in the area so as to depart the exit fix at the entry time plus delay time in the area and at the expected altitude. The aircraft shall proceed in accordance with Section A of the current DOD Flight Information Handbook.

f. Altimeter Setting - Aircraft operating below FL180 will use Honolulu's altimeter. Aircraft operating above FL180 will set their altimeter at 29.92 or 1013.2 millibars.

g. Supersonic Flight- Aircraft shall avoid supersonic flight below 30,000 feet within 30 miles of the coastline of the Hawaiian Islands. Every effort shall be made to conduct supersonic flights oriented away from land when operating above 30,000 feet within 30 miles of land.

h. Aircrews shall maintain a "see and avoid" posture while operating under VFR flight rules in Warning/Restricted Areas and below the floor of controlled airspace. The density of sightseeing/VFR aircraft necessitates that all aircrew members maintain a vigilant lookout at all times in these areas. Non-squawking civil aircraft may be operating within the Hawaiian Fleet OPAREAs at any time without the knowledge of HULA DANCER or PMRF and will not be displayed on HULA DANCER's radar presentation that displays IFF Mode III/C only.

i. An area for emergency jettison will be coordinated with HULA DANCER on a real-time basis. It is the responsibility of the aircrew to ensure that the area designated by HULA DANCER is clear of surface units prior to jettisoning.

j. CV/CVN/LPH- When conducting fixed wing or flight operations within 300 NM of Oahu, communications must be established with HULA DANCER to coordinate airspace use with FAA Honolulu CERAP. Contact HULA DANCER on

FACSFACSDINST 3120.1E

FACSFAC Pearl Harbor ADMIN circuit (3380.4 kHz, USB 3379), Secondary ATC (UHF 280.7 MHz/VHF 132.4 MHz) within 80 NM of Oahu. Ensure that FACSFAC PH, PMRF and 169 ACWS are made an information addressee on all flight plans, flight advisories, air plans, overhead messages and SOE's.

**7.4.2. WARNING AREA ENTRY PROCEDURES.** Upon entering a Warning Area, all flights (except active air defense fighters/support aircraft that are on an IFR clearance) shall advise HULA DANCER of filed exit fix and delay time.

a. Entry into W-191/196:

(1) Fixed wing aircraft will not normally be scheduled into these areas.

(2) Helicopters operating VFR shall contact HULA DANCER prior to the Warning Area boundary.

b. Entry into W-192/193/194:

(1) Honolulu Center/Approach shall handoff aircraft via KUCHI/MILTI/BRNDY/KENJI/KELAY/WINDI as coordinated with HULA DANCER prior to the fix.

c. Entry into W189/190:

(1) Honolulu Center/Approach shall handoff aircraft via PATSY/HAULI/YORKI/SAITO/ALLUN/WORDN or via SUA boundary estimate as coordinated with HULA DANCER prior to the fix/boundary.

(2) When entering W189/190 from MCBH Kaneohe, Kaneohe Departure Control will coordinate a clearance limit, entry fix and altitude with HULA DANCER. Aircraft shall contact HULA DANCER when communications transfer is concluded by Kaneohe Departure.

**7.4.3. WARNING AREA DEPARTURE PROCEDURES.** Contact HULA DANCER a minimum of 20 NM from the exit fix or Warning Area boundary to receive ATC clearance and to effect handoff and transfer of communications to another ATC facility prior to exiting the Warning Area.

a. Aircraft/GCI shall advise HULA DANCER 10 minutes prior to estimated time of departure from the Warning Area.

b. HULA DANCER will clear aircraft to an exit fix as requested or ATC assigned altitude.

c. Aircraft returning via Honolulu Center will receive their ATC clearance through HULA DANCER and will be handed off prior to the exit fix.

d. Aircraft returning via KUCHI/MILTI to Honolulu Approach Control will be cleared to the destination airfield via KUCHI/MILTI and handed off prior to the exit fix.

**7.4.4. ENTRY AND EXIT FIXES:**

a. W-192/193/194	<u>FIX NAME</u>	<u>FIX LOCATION</u>
	KELAY	HNL 131/057
	WINDI	HNL 131/124
	KUCHI	HNL 160/028
	MILTI	HNL 190/028
	BRNDY	HNL 199/057
	KENJI	HNL 199/125
b. W-189	<u>FIX NAME</u>	<u>FIX LOCATION</u>
	PATSY	LIH 087/033
		HNL297/054
	HAULI	LIH 095/045
		HNL 298/037
	SAITO	HNL 335/027 (ENTRY ONLY)
	YORKI	HNL 311/025 (ENTRY ONLY)

**7.5. RESTRICTED AREA ENTRY/EXIT PROCEDURES:**

a. R-3107 Entry: Prior to entering R-3107 (Kaula Rock) aircraft shall contact HULA DANCER to receive clearance into the area. A unit must be scheduled in the FACSFAC Weekly OPAREA Synopsis to utilize R-3107.

b. R-3107 Exit: Upon completion of scheduled event notify HULA DANCER of FINEX. HULA DANCER will issue ATC clearance as required. Note that an IFR clearance requires a 10-minute advance notification.

**7.6. HELICOPTER PROCEDURES.** Due to FACSFAC Pearl Harbor communications and surveillance limitations, HULA DANCER will only provide a frequency guard for helos conducting over-water flights outside of the Warning/Restricted Areas. Helos desiring flight following while operating outside of the Warning/Restricted Areas shall contact Honolulu Approach or Honolulu Center for VFR advisories.

a. Helicopters intending to utilize Warning Areas shall contact HULA DANCER on 308.1 UHF/127.0 VHF (280.7 UHF/132.4 VHF secondary) while en route to the Warning Area for entry approval.

b. Helicopter landing aboard ship shall provide HULA DANCER with an arrival time and estimated time of departure. If the helicopter cannot establish direct communications with HULA DANCER, then the ship shall relay the information.

c. Helicopters shall report their departure of the Warning/Restricted Areas to HULA DANCER.

**7.7. MILITARY AIRSPACE BOUNDARY INTEGRITY.** FACSFAC Pearl Harbor maintains a self imposed 3-mile buffer on the inner boundary on all assigned airspace. If an aircraft's track appears to be on a course that will take it outside of assigned airspace, HULA DANCER will attempt to contact the aircraft while it is in this buffer to ensure the aircraft will remain within the lateral confines of assigned airspace.

**7.8. AREA ASSIGNMENT TIMES.** Around the clock services may be provided to support CV/CVN or special operations upon request. OPAREA assignments for routine training and major exercises may be canceled if they conflict with

events of a real-time operational nature such as SAR or air defense scrambles. FACSFAC Pearl Harbor will inform canceled users as soon as practical and attempt to schedule alternative OPAREAs.

**7.9. AREA CLEARANCE.** In all live firing exercises and those involving hazards to other units, final responsibility for ensuring the "range is clear" rests with the Commanding Officer of the firing unit. Commanding Officers will ensure that firing exercises and other hazardous operations have been approved and scheduled by the Scheduling Authority.

**7.10. MODE III.** All ships and aircraft shall squawk the Mode III discrete code issued by FACSFAC Pearl Harbor. Task Force (TF)/Task Group (TG) commanders will be provided a block of Mode III codes for further assignment to TF/TG elements when operating in the Hawaiian Fleet OPAREAs. Request for Mode III Block must be submitted NLT 10 days prior to scheduled operations.

**7.11. MODE IV.** HULA DANCER presently has no capability to provide IFF Mode IV checks. Mode IV checks may be obtained on a not-to-interfere basis from the Hawaii Air National Guard 169ACWS call sign "BALDWIN" on 364.2 UHF.

**7.12. COMMUNICATIONS.** All vessels and aircraft shall maintain two-way radio communications (or acceptable relay) with HULA DANCER or OUTRIDER unless specifically exempted when operating in the Hawaiian Fleet OPAREAs. When a Navy ship, shore station or airborne radar platform in airspace managed by HULA DANCER or PMRF is providing radar control of fixed wing aircraft, continuous two-way communications is required between that ship or station and HULA DANCER or PMRF.

a. Surface vessels: All ships conducting hazardous exercises or operations in the Hawaiian Fleet OPAREAs not under PMRF control, are required to contact HULA DANCER on the FACSFACPH ADMIN circuit (3380.4 kHz, USB 3379) and report COMEX and FINEX of the event utilizing the event number listed in the FACSFACPH Weekly OPAREA Synopsis.

b. All ships conducting "Live Firing" or other exercises hazardous to non-participants, must check in with HULA DANCER with the following reports:

30 minute STBY my event \_\_\_\_\_ (number)\_\_\_\_\_  
15 minute STBY my event \_\_\_\_\_  
5 minute STBY my event \_\_\_\_\_  
Permission to go HOT my event \_\_\_\_\_

If unable to establish communications with HULA DANCER, the ship's OCE shall ensure the area is clear and proceed with operations, strictly adhering to times published in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis. Time extensions for hazardous operations are not authorized without prior approval from HULA DANCER.

**7.12.1. FACSFAC PEARL HARBOR RADIO COMMUNICATION:**

a. FACSFACPH Air Traffic Control Frequencies:

UHF: Guard (aircraft distress)	243.0 MHz
HULA DANCER Check In/Out	308.1 MHz (Primary)
	280.7 MHz (Secondary)

FACSFACSDINST 3120.1E

VHF: Guard (aircraft distress)	121.5 MHz
HULA DANCER Check In/Out	127.0 MHz (Primary) 132.4 MHz (Secondary)
HF: FACSFAC ADMIN	3380.4 MHz
	USB 3379 MHz
SAR:	5681 kHz
Tactical (Available on Request)	380.6 MHz
NOTE: 380.6 MHz is not continuously monitored by HULA DANCER.	

b. All flights shall contact HULA DANCER on 308.1 UHF or 127.0 VHF primary (280.7 UHF or 132.4 VHF secondary) prior to entering a Warning or Restricted Area.

c. If unable to contact HULA DANCER when departing a Warning/Restricted Area/ATCAA, attempt to contact Honolulu Approach/Center as appropriate. If communication is established, request that ATC agency relay to HULA DANCER that the flight has departed Special Use Airspace.

#### 7.12.2. Telephone Numbers of Hawaiian Fleet OPAREA Scheduling Authorities.

<u>ACTIVITY</u>	<u>HOURS</u>	<u>COMMERCIAL NUMBERS</u>
FACSFACPH Schedules	0730-1530 Mon.-Fri	(808) 472-8661/8662/7341
Answering Machine	After Hours	(808) 472-8661
ATC Facility	0700-2200 Mon.-Fri	(808) 472-7337/8496
ATC Facility	0800-1600 Saturday/Sunday/Holidays	(808) 472-7337/8496
Duty Officer (Emergencies Only)	After 2200 Mon.-Fri After 1600 Saturday/Sunday/Holidays	(808) 472-7332
COMSUBPAC		(808) 471-9982 (808) 474-6092
PACMISRANFAC HAWAREA		(808) 471-0533/0813
Range Control		(808) 471-6301
NAVUNSEAWARCEN DET LUALUALEI HI		(808) 668-3131/3123/3128

**7.13. SURFACE TRAFFIC CONTROL.** Knowledge of the location of all units facilitates air control, SAR, MEDEVACs and area coordination. When operating in the Hawaiian Fleet OPAREAs, hourly position reports are required from surface units not held electronically (IFF or radar video) by either FACSFAC Pearl Harbor or a NTDS ship participating in the HAWAREA TDS Link. Report latitude and longitude to HULA DANCER on Data Systems Administration (DSA) encrypted or Fleet Tactical/Warning (FLT TAC) secondary. Ships requiring

prolonged periods of EMCON shall so inform HULA DANCER. During SAR or MEDEVAC emergencies, HULA DANCER may request position of units in the clear. Units requested to pass position reports to HULA DANCER shall comply regardless of local circumstances. In addition to hourly position reports, ships will inform HULA DANCER via DSA or FLT TAC when:

a. Outbound: within 5 NM radius seaward of buoys 1 and 2, reporting SAR capability as follows:

(1) "SAR CAPABLE" - If the ship has or will have a helo embarked for the duration of the operation.

(2) "SAR LIMITED" - If no helo is embarked or will not be embarked.

(3) When advising of SAR capability, include Helicopter In-Flight Refueling.

(4) (HIFR) capability and flight deck certification as appropriate. FACSFAC Pearl Harbor will conduct IFF checks upon initial check-in and inform reporting unit of transponder status.

b. Proceeding to or departing from an anchorage.

c. Transiting Hawaiian Fleet OPAREAs offshore.

d. Initiating an actual SAR operation (e.g., man overboard).

e. Any equipment limitation that will affect communication, IFF or Link operations, (e.g., engineering casualty drills). Advise of expected duration of silence and reason (e.g., conducting ECC drills commencing 1200 for approximately six hours).

f. Scheduled evolutions change (CNX or rescheduled).

**7.13.1. GENERAL PROCEDURES.** All units shall be cognizant of the operations being performed by other units in the same area, adjacent areas and the areas through which they may transit. When transiting near exclusive use areas, units are authorized to transit external boundaries only. Information concerning assignments and operations within the OPAREAs is published in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis. Current NOTAMs and NOTEMARS should be checked prior to entering any OPAREA.

a. Units and commands controlling aircraft are responsible for keeping their aircraft clear of areas assigned exclusively to other units.

b. When operating in the GRID Operating Areas or in an activated Submarine Transit Lane, towed sonar arrays will not be deployed without specific authorization from COMSUBPAC.

c. Ships will maintain continuous communication with HULA DANCER whenever embarked aircraft perform flight operations within the Hawaiian OPAREAs, including operations in conjunction with CV/CVN/LHA air operations and air operations under the control of embarked AIC or ASAC.

**7.13.2. LINK OPERATIONS.** Officer in Charge, Fleet Area Control and Surveillance Facility, Pearl Harbor is designated TDS Link Coordinator for the Hawaiian Fleet OPAREAs. Fleet Tactical Data Systems (TDS) ships and aircraft shall participate in the Hawaiian Fleet OPAREAs TDS Link when operating within a 200 NM radius of Oahu unless exempted by provisions in reference (e). All Link capable units will follow standard communication procedures, including use of AKAC-1553, line numbers, encrypting x-ray codes and DI codes.

a. All Link capable units shall submit a link summary report to FACS FAC Pearl Harbor upon completion of underway period or upon exiting the Hawaiian Fleet OPAREAs using the following format: dates in Fleet OPAREAs, hours Link attempted, hours Link successful.

b. FACS FAC Pearl Harbor is designated the Navy GAAC (Geographic Area Assignment Coordinator) for Link 16 Operations in the Hawaiian OPAREAs. These duties include coordinating and scheduling the use of JTIDS/Link 16, liaison with CINCPACFLT and other civilian agencies and Stop Buzzer Point of Contact in the event of interference with civilian agencies. Send message requests to operate JTIDS to FACS FAC Pearl Harbor HI//31//. Our e-mail address is [GAACPH@facsfacph.navy.mil](mailto:GAACPH@facsfacph.navy.mil).

c. JTIDS Scheduling Coordination Request. A request shall include the following information, SUBJ/JTIDS SCHEDULING COORDINATION REQUEST//, with remarks as follows:

- (1) OCE.
- (2) Units Participating.
- (3) Purpose (Testing, Maintenance, Training, Exercise, etc..)
- (4) Area of Operations.
- (5) COMEX-FINEX times (ZULU).
- (6) Network Number.
- (7) Options/Sequence.
- (8) Maximum Operating Area TSDF.
- (9) Maximum Individual Platform TSDF Usage.
- (10) JTIDS Voice. (NOTE: May require additional lead-time if voice is required).
- (11) Maximum Power Out.
- (12) Stop Buzzer POC (Phone Numbers).

**7.13.3. UNDERWAY REFUELING.** In order to minimize transit time, preserve exclusive hot areas and restrict refueling within 50 miles of the Hawaiian coastline during routine operations, refueling within the Hawaiian Fleet OPAREAs will be conducted in the portion of GRID areas N8,9,10 and 11 South



FACSFACSDINST 3120.1E

of 20°25'00"N and O 8,9,10,11 and P8,9 and 10 excluding the portions within W-192. Requests for underway refueling at a greater distance from land will be honored if the movement of the oiler does not degrade the ability to provide co-use services within those areas.

**7.13.4. IFF.** To facilitate surveillance in the Hawaiian Fleet OPAREAs, all surface units will squawk Mode II, III (5200) and C when within a 200 NM radius seaward of Oahu with the following qualification: operating within 200 NM of the coastline, ships will set Mode II/III in accordance with CINCPACFLTINST S3120.3 (series).

a. HULA DANCER will not authorize ships with live firing events to COMEX if their IFF Mode III is inoperable or their position cannot be directly confirmed by alternate means.

**7.14. FLEET OPAREA DESCRIPTIONS.**

a. FACSFAC Pearl Harbor Areas.	Page Number
(1) Restricted Area (R-3107) Kaula Rock . . . . .	7-16
(2) Warning Area 187 (W-187). . . . .	7-22
(3) Warning Area 189 (W-189). . . . .	7-24
(4) Subdivisions of Warning Area 189 (W-189). . . . .	7-26
(5) Warning Area 190 (W-190). . . . .	7-28
(6) Warning Area 191 (W-191). . . . .	7-29
(7) Warning Area 192 (W-192). . . . .	7-30
(8) Subdivisions of Warning Area 192 (W-192). . . . .	7-31
(9) Warning Area 193 (W-193). . . . .	7-32
(10) Subdivisions of Warning Area 193 (W-193). . . . .	7-33
(11) Warning Area 194 (W-194). . . . .	7-34
(12) Subdivisions of Warning Area 194 (W-194). . . . .	7-36
(13) Warning Area 196 (W-196). . . . .	7-37
(14) Neutral Areas . . . . .	7-38
(a) Areas Contained within EWA Neutral Area. . . . .	7-39
(b) Areas Contained Within North Coast Oahu (NCO) Neutral Area . . . . .	7-41
(15) Grid Operating Areas (Surface). . . . .	7-44
(16) HOT Areas (KAPU/Quickdraw/WELA) . . . . .	7-47
(a) Wela . . . . .	7-48
b. COMSUBPAC Areas.	
(1) Submarine Transit Lanes . . . . .	7-49
(2) GRID Operating Areas (Subsurface) . . . . .	7-50
c. PACMISIRANFAC HAWAREA Barking Sands Area.	
(1) GRID Operating Areas (including KUKU) . . . . .	7-51
(2) Restricted area 3101 (R-3101) . . . . .	7-53
(3) Warning Area 186 (W-186). . . . .	7-54
(4) Warning Area 188 (W-188). . . . .	7-55

FACSFACSDINST 3120.1E

(5) RAINBOW . . . . .	7-57
d. Hawaiian Air Traffic Control Assigned Airspace (ATCAA) . .	7-58
e. Restricted Anchorage, Barbers Point. . . . .	7-62
f. Other Hawaiian Restricted Areas.	
(1) Restricted Area 3103 (R-3103) Pohakuloa Training Area (PTA). . . . .	7-63
(2) Restricted Area 3109A/B (R-3109) . . . . .	7-63
(3) Restricted Area 3110A/B (R-3110) . . . . .	7-63
(4) Restricted Area 311 (R-311). . . . .	7-64

**COMMON NAME: Restricted Area (R-3107) Kaula Rock**

LOCATION/BOUNDARIES	The airspace, island and waters within 3 NM of 21°39'16"N/160°32'20"W
DESCRIPTION	.7 NM by .5 NM island, 18 NM southwest of Niihau Island.
TYPE EXERCISE	Air-to-ground ordnance delivery.
ORDNANCE AUTHORIZED	Inert ordnance only. November through May 20MM and 30MM cannon fire are not authorized due to environmental concerns. Requests for waivers to this policy may be made by message to COMNAVBASE Pearl Harbor, info FACSFAC Pearl Harbor. Night illumination devices authorized.
FLOOR	Surface.
CEILING	18,000 Feet (FL180).
PERIODS OF USAGE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.
SCHEDULING AUTHORITY	FACSFAC Pearl Harbor.
SCHEDULING DOCUMENT/ LEAD TIME	Message at least 14 days prior to desired utilization.
COMMUNICATIONS/ COORDINATION	Aircraft transiting to Kaula Rock (R-3107) will contact HULA DANCER, Primary 308.1 MHZ/ Secondary 280.7 MHZ) prior to entering R-3107.
REMARKS/SPECIAL INSTRUCTIONS	<ol style="list-style-type: none"> <li>1. Ordnance delivery is restricted to the first 1,000 feet of the southeast tip of the island.</li> <li>2. No bomb drops authorized through an overcast and/or without positive identification of the target.</li> <li>3. Ordnance delivery pattern is a run-in heading of 270 degrees, left turn. Remain above 2,000 feet due to bird activity in the vicinity of the targets.</li> <li>4. From December to May, the Humpback whale (an endangered species) may be seen within the waters of R-3107. Presence of whales in the immediate exercise area prohibits all ordnance delivery. Exercise assets may not</li> </ol>

herd whales clear of exercise area. Federal regulations (50 CFR 222.31) prohibit any surface craft from approaching within 100 yards and aircraft from approaching within 1000 feet of any whales observed. Green range will be given by range control at the start of each firing event after it is determined that no ships, small craft or whales will interfere with exercise weapons launch. Should observable injury to marine mammal occur, incident shall be reported via OPREP-3 NAVY BLUE. Include as additional addressees:

COMNAVBASE PEARL HARBOR HI//N00L/N3//  
CINCPACFLT PEARL HARBOR HI//N465//

5. Users will report, year round, any incidents of ordnance, live or inert, expended in the waters surrounding Kaula Rock to FACSFA Pearl Harbor, info COMNAVBASE Pearl Harbor.

6. Kaula Laser Operations:

a. Prior to scheduling laser exercises, advance liaison must be established with COMNAVBASE Pearl Harbor (Code 01K) to ensure ground rules and safety precautions are established.

b. Target areas discussed herein are considered safe for A-6E TRAM, OV-10D NOS and Pave Tack Laser use under the following conditions:

(1) Personnel shall not be allowed to view the laser or its specular reflection from within the flight path, with or without magnifying optics, unless either personnel or the magnifying optics have eye protective attenuating filters in place, of optical density (OD) 5.8 or greater, at 1064 nanometers. Contact AVELEXSYSCOM if assistance is required with respect to filters for binoculars or other optically aided devices.

(2) A log will be maintained of the time, date, and heading for all laser firings. Copy of finished log will be forwarded to COMNAVBASE Pearl Harbor (Code 01K).

(3) Lazing must not be allowed until

the target has been identified under the reticule on the B/N monitor. Laser operation shall cease if either the pilot or system operator is dissatisfied with target tracking, if the system is not tracking in the immediate target areas, if other unprotected aircraft are within 10 degrees of the laser system line of sight between laser and target, if so ordered by range control, or if unauthorized aircraft or shipping enter the restricted laser area.

(4) All personnel in other aircraft in the restricted airspace within 5 NM of the target must have suitable laser protective eye wear in place during laser operations.

(5) Comply with all regulations for restricted area use.

c. Laser operations on all inbound and outbound headings can be conducted on Kaula Rock provided aircraft are above the following minimum altitudes.

<u>Range to Tgt (NM)</u>	<u>Minimum Lazing Altitude (FT MSL)</u>
12	2000
11	1800
10	1500
9	1300
8	1000
7	800
6	600
5	400
4	300
3	200
2	200
1	150
0	100

CAUTION: 2,000-foot altitude required over island due to extensive bird activity.

#### 7. Trespassers/Range Fouling:

a. Units in the vicinity of Kaula Rock

detecting aircraft, vessels or personnel intruding within the Kaula Rock restricted area, shall notify HULA DANCER, via voice report on any available FACSFAC frequency, with all known circumstances, including:

- (1) Time range was fouled.
- (2) Whether or not unauthorized personnel are physically on Kaula Rock.
- (3) If a vessel or aircraft fouls range, include as applicable:
  - (a) Name/identification number.
  - (b) Call sign (if known).
  - (c) Type of aircraft or vessel, including make (e.g., Cessna, SPA6 Piper Cub, 50-foot fishing vessel), description/color (e.g., 50-foot, white hull, yellow cabin forward, etc.), and apparent activity onboard.
  - (d) Latitude/longitude or geographic position (e.g., 1,000 yards west of Kaula Rock).
  - (e) Altitude.
  - (f) Approximate heading (identify whether True or Magnetic).
  - (g) Any other information concerning intrusion.

b. HULA DANCER will notify the USCG and will either request assistance in removing the intruder from the restricted area, or report the circumstances to the USCG for later investigation.

c. Reporting units should be prepared to provide any evidence necessary to prove

charges of trespassing, such as witnesses/statements, ship or radiotelephone log entries, photographic

evidence, DRT traces, radar/radio audio or visual recordings, etc. Additionally, units shall include in the OPAREA utilization report, under the remarks section, any incident of range fouling, including total hours the range was fouled, and whether or not the range fouling resulted in cancellation of the exercise.

8. Public Affairs:

a. COMNAVBASE Pearl Harbor will be responsible for executing and/or coordinating all public affairs activities regarding Kaula Rock Island, including public speeches, issuance of news releases, and responses to news media queries when military activities or incidents involving Kaula Rock Island directly impact the civilian community. News releases and public speeches concerning exercises involving the island will be cleared by COMNAVBASE Pearl Harbor Public Affairs Officer (Code 013).

b. Units which are involved in incidents or accidents while using Kaula Rock Island, which clearly do not impact the public sector, should be handled directly by the unit concerned in accordance with individual service directives in coordination with the COMNAVBASE Pearl Harbor Public Affairs Office. In such cases, COMTHIRDFLT should be advised of the public affairs action prior to release and kept apprised of any public reaction.

c. In regard to SAR missions connected with military users of the island, the unit involved in accordance with individual service directives should handle public affairs matters after coordinating with COMNAVBASE Pearl Harbor. In such cases, COMTHIRDFLT will be advised of public affairs action prior to release and kept apprised of any public reaction.

d. All congressional inquiries regarding public information about Kaula Rock Island will be referred to COMNAVBASE Pearl Harbor.

e. COMNAVBASE Pearl Harbor will ensure that news media and government agencies

FACSFACSDINST 3120.1E

are advised of those periods when the island is not scheduled for training so that fishermen may enter the waters surrounding Kaula Rock.

f. Point of contact at COMNAVBASE Pearl Harbor is the Public Affairs Officer (Code 013).



**COMMON NAME: Warning Area 187 (W-187)**

LOCATION/BOUNDARIES	A circular area with a radius of 5 NM centered at latitude 21°39'30"N/160°32'30"W excluding the airspace within 3 NM of the island of Kaula.
DESCRIPTION	Warning Area in support of R-3107.
TYPE EXERCISE	Bombing, strafing, and air-to-ground rocket exercises on southeast tip of Kaula Rock.
ORDNANCE AUTHORIZED	Conventional air-to-ground ordnance. Inert only unless waiver granted by COMTHIRDFLT.
FLOOR	Surface.
CEILING	18,000 feet (FL180).
PERIODS OF USAGE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.
CONTROLLING AGENCY	FAA Honolulu CERAP.
USING AGENCY	FACSFAC Pearl Harbor.
SCHEDULING DOCUMENT/ LEAD TIME	Message at least 14 days prior to desired utilization.
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Federal regulations (33CFR-334.1340) prohibit any vessel or other craft from entering and/or remaining in the 3NM circular area around Kaula Rock at any time without express permission from COMNAVBASE Pearl Harbor.</p> <p>2. From November to May of each year, the Humpback whale, an endangered species, may be seen within the waters of R-3107. Presence of whales in the immediate exercise area precludes ordnance delivery. Exercise assets may not herd whales clear of exercise area. Federal regulations (50 CFR 222.31) prohibit any surface craft from approaching within 100 yards and aircraft from approaching within 1,000 feet of any whales observed. "Green Range" will be given by range control at the start of each firing event after it is determined that no ships, small craft or whales will interfere with exercise weapons launch. Should observable injury to marine mammals occur, the incident shall be reported via OPREP-3 NAVY BLUE. Include as additional addressees:</p> <p>COMNAVBASE PEARL HARBOR HI//N00L/N3// CINCPACFLT PEARL HARBOR HI//N465//</p>

**COMMON NAME: Warning Area 189 (W-189)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	23°53'30"N	158°15'00"W
	Then clockwise along the 130 NM arc centered at	
	21°57'55"N	159°20'17"W
	(LIHUE VORTAC) to	
	23°19'00"N	157°30'00"W
	21°58'46"N	157°29'50"W
	Then counterclockwise along the 35 NM arc centered at	
	21°27'01"N	157°45'50"W
	(KANEHOE BAY TACAN) to	
	22°00'47"N	157°55'50"W
	21°44'48"N	157°52'50"W
	21°46'48"N	159°59'50"W
	21°43'48"N	158°03'50"W
	21°37'49"N	158°08'50"W
	Then clockwise 3 NM from and parallel to the shoreline of Oahu to	
	21°35'48"N	158°19'50"W
	21°58'47"N	158°53'20"W
	Then counter clockwise along the 25 NM arc centered at	
	21°57'55"N	159°20'17"W
	(LIHUE VORTAC) to	
	22°20'46"N	159°08'50"W
	To point of origin.	
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.	
TYPE EXERCISE	Surface and air operations.	
ORDNANCE AUTHORIZED	Conventional ordnance.	
FLOOR	Surface.	
CEILING	Unlimited.	
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.	
CONTROLLING AGENCY	FAA Honolulu CERAP.	
USING AGENCY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/LEAD TIME	Message at least 7 days prior to desired utilization.	

REMARKS/SPECIAL  
INSTRUCTIONS

1. Operation of towed sonar, both VDS and TASS, is unrestricted in W-189 subject to the following restrictions:

- a. Ships with towed sonar streamed are not to approach within two miles of the boundary of ST-1 HULA when activated by COMSUBPAC or any area known or scheduled to contain a submerged submarine.
- b. Prior approval for towed sonar operations is not required. Info message required to: FACSFAC PEARL HARBOR HI and CTG FOURTEEN PT FIVE.
- c. The Scheduling Authority may impose further temporary restrictions in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.

**COMMON NAME: SUBDIVISIONS OF WARNING AREA 189 (W-189)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOA ONE	22°01'00"N	157°56'00"W
	21°45'00"N	157°53'00"W
	21°47'00"N	158°00'00"W
	21°44'00"N	158°04'00"W
	21°38'00"N	158°09'00"W
	Then west 3 NM from, and parallel to, the shoreline of Oahu to	
	21°36'00"N	158°20'00"W
	21°44'15"N	158°32'00"W
	Then clockwise along the 42 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to Point of origin.	
SOA TWO	23°53'30"N	158°15'00"W
	Then clockwise along the 130 NM arc centered at	
	21°58'06"N	159°20'27"W
	(LIHUE VORTAC) to	
	23°44'00"N	158°00'00"W
	22°00'00"N	158°01'00"W
	Then counterclockwise along the 42 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	21°44'15"N	158°32'00"W
	21°59'00"N	158°54'00"W
	Then counterclockwise along the 25 NM arc centered at	
	21°58'06"N	159°20'27"W
	(LIHUE VORTAC) to	
	22°21'00"N	159°09'00"W
	Point of origin.	
SOA THREE	23°46'00"N	158°00'00"W
	Then clockwise along the 130 NM arc centered at	
	21°58'06"N	159°20'27"W
	(LIHUE VORTAC) to	
	23°18'10"N	157°30'00"W
	21°59'00"N	157°30'00"W
	Then counterclockwise along the 35 NM arc centered at	
	21°27'18"N	157°45'54"W

FACSFACSDINST 3120.1E

(KANEHOE BAY TACAN) to  
22°01'00"N 157°56'00"W  
22°00'15"N 157°55'45"W  
22°00'00"N 158°01'00"W  
Point of origin.

**COMMON NAME: Warning Area 190 (W-190)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	22°59'42"N	157°29'50"W
	22°59'42"N	157°08'50"W
	22°35'44"N	156°59'50"W
	22°10'45"N	156°59'50"W
	21°49'35"N	157°17'05"W
	Then counterclockwise along the 35 NM arc centered at	
	21°27'01"N	157°45'50"W
	(KANEHOE BAY TACAN) to	
	21°58'46"N	157°29'50"W
	Point of origin.	
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.	
TYPE EXERCISE	Surface and air operations.	
ORDNANCE AUTHORIZED	Conventional ordnance.	
FLOOR	Surface.	
CEILING	Unlimited.	
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/ holidays (local time), other times by NOTAM.	
CONTROLLING AGENCY	FAA Honolulu CERAP.	
USING AGENCY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/ LEAD TIME	Message at least 7 days prior to desired utilization.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Operation of towed sonar, both VDS and TASS, is unrestricted in W-190 subject to the following restrictions:</p> <p>a. Prior approval for towed sonar operations is not required. Info message required to: FACSFAC PEARL HARBOR HI and CTG FOURTEEN PT FIVE.</p> <p>b. The Scheduling Authority may impose further temporary restrictions in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.</p>	

FACSFACSDINST 3120.1E

COMMON NAME: Warning Area 191 (W-191)

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	20°54'09"N	158°10'47"W
	Then counterclockwise along the 28 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	20°52'16"N	157°45'06"W
	20°42'53"N	157°41'18"W
	Then clockwise along the 38 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	20°45'27"N	158°16'06"W
	Point of origin.	
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.	
TYPE EXERCISE	Surface and air operations.	
ORDNANCE AUTHORIZED	Conventional ordnance.	
FLOOR	Surface.	
CEILING	3,000 Feet MSL.	
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.	
CONTROLLING AGENCY	FAA, Honolulu CERAP.	
USING AGENCY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/ LEAD TIME	Message at least 7 days prior to desired utilization.	
REMARKS/SPECIAL INSTRUCTIONS	Operation of towed sonar, both VDS and TASS, is prohibited in W-191 at all times.	

**COMMON NAME: Warning Area 192 (W-192)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	20°45'27"N	158°16'06"W
	Then counterclockwise along the 38 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	20°41'04"N	158°03'33"W
	18°50'42"N	158°26'00"W
	Then clockwise along the 150 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	19°07'50"N	159°15'01"W
	Point of origin.	
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.	
TYPE EXERCISE	Surface and air operations.	
ORDNANCE AUTHORIZED	Conventional ordnance.	
FLOOR	Surface.	
CEILING	Unlimited.	
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.	
CONTROLLING AGENCY	FAA Honolulu CERAP.	
USING AGENCY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/LEAD TIME	Message at least 7 days prior to desired utilization.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Operation of towed sonar, both VDS and TASS, is unrestricted in W-192 subject to the following restrictions:</p> <p>a. Prior approval for towed sonar operations is not required. Info message required to: FACSFAC PEARL HARBOR HI and CTG FOURTEEN PT FIVE.</p> <p>b. The Scheduling Authority may impose further temporary restrictions in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.</p>	



**COMMON NAME: SUBDIVISIONS OF WARNING AREA 192 (W-192)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOA FOUR	20°45'45"N	158°16'16"W
	Then counterclockwise along the 38 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°41'28"N	158°03'43"W
	20°04'37"N	158°11'00"W
	Then clockwise along the 75 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°13'20"N	158°35'43"W
	Point of origin.	
SOA FIVE	20°13'20"N	158°35'43"W
	Then counterclockwise along the 75 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°04'37"N	158°11'00"W
	19°30'07"N	158°18'00"W
	Then clockwise along the 110 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°42'47"N	158°54'15"W
	Point of origin.	
SOA SIX	19°42'47"N	158°54'15"W
	Then counterclockwise along the 110 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°30'07"N	158°18'00"W
	18°50'30"N	158°26'10"W
	Then clockwise along the 150 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°07'59"N	159°15'11"W
	Point of origin.	

**COMMON NAME: Warning Area 193 (W-193)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	20°41'04"N	158°03'33"W
	Then counterclockwise along the 38 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	20°41'30"N	157°46'01"W
	18°52'23"N	157°17'34"W
	Then clockwise along the 150 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	18°50'42"N	158°26'00"W
	Point of origin.	
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.	
TYPE EXERCISE	Surface and air operations.	
ORDNANCE AUTHORIZED	Conventional ordnance.	
FLOOR	Surface.	
CEILING	Unlimited.	
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.	
CONTROLLING AGENCY	FAA Honolulu CERAP.	
USING AGENCY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/LEAD TIME	Message at least 7 days prior to desired utilization.	
REMARKS/SPECIAL INSTRUCTIONS	<p>1. Operation of towed sonar, both VDS and TASS, is unrestricted in W-193 subject to the following restrictions:</p> <p>a. Prior approval for towed sonar operations is not required. Info message required to: FACSFAC PEARL HARBOR HI and CTG FOURTEEN PT FIVE.</p> <p>b. The Scheduling Authority may impose further temporary restrictions in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.</p>	

**COMMON NAME: SUBDIVISIONS OF WARNING AREA 193 (W-193)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOA SEVEN	20°41'28"N	158°03'43"W
	Then counterclockwise along the 38 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°41'55"N	157°46'11"W
	20°05'36"N	157°36'30"W
	Then clockwise along the 75 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°04'37"N	158°11'00"W
	Point of origin.	
SOA EIGHT	20°04'37"N	158°11'00"W
	Then counterclockwise along the 75 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°05'36"N	157°36'30"W
	19°31'29"N	157°27'40"W
	Then clockwise along the 110 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°30'07"N	158°18'00"W
	Point of origin.	
SOA NINE	19°30'07"N	158°18'00"W
	Then counterclockwise along the 110 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°31'29"N	157°27'40"W
	18°52'31"N	157°17'30"W
	Then clockwise along the 150 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	18°50'30"N	158°26'10"W
	Point of origin.	

**COMMON NAME: Warning Area 194 (W-194)**

LOCATION/BOUNDARIES	LATITUDE NORTH      LONGITUDE WEST 20° 41'30"N      157°46'01" Then counterclockwise along the 38 NM arc centered at 21°18'30"N      157°55'49"W (HONOLULU VORTAC) to 20°42'53"N      157°41'18"W 20°42'05"N      157°25'37"W 20°28'14"N      157°14'13"W 20°03'35"N      156°54'02"W 19°41'14"N      156°35'50"W 19°08'15"N      156°35'50"W Then clockwise along the 150 NM arc centered at 21°18'30"N      157°55'49"W (HONOLULU VORTAC) to 18°52'23"N      157°17'34"W Point of origin.
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.
TYPE EXERCISE	Surface and air operations.
ORDNANCE AUTHORIZED	Conventional ordnance.
FLOOR	Surface.
CEILING	Unlimited.
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/ holidays (local time), other times by NOTAM.
CONTROLLING AGENCY	FAA Honolulu CERAP.
USING AGENCY	FACSFAC Pearl Harbor.
SCHEDULING DOCUMENT/ LEAD TIME	Message at least 7 days prior to desired utilization.
REMARKS/SPECIAL INSTRUCTIONS	1. Operation of towed sonar, both VDS and TASS, is unrestricted in W-194 subject to the following restrictions:  a. Prior approval for towed sonar operations is not required. Info message required to: FACSFAC PEARL HARBOR HI and CTG FOURTEEN PT FIVE.

FACSFACSDINST 3120.1E

b. The Scheduling Authority may impose further temporary restrictions in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.

**COMMON NAME: SUBDIVISIONS OF WARNING AREA 194 (W-194)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOA TEN	20°41'55"N	157°46'11"W
Then counterclockwise along the 38 NM arc centered at		
	21°18'41"N	157°55'59"W
(HONOLULU VORTAC) to		
	20°43'15"N	157°41'28"W
	20°42'16"N	157°25'47"W
	20°19'00"N	157°06'30"W
Then clockwise along the 75 NM arc centered at		
	21°18'41"N	157°55'59"W
(HONOLULU VORTAC) to		
	20°05'36"N	157°36'30"W
Point of origin.		
SOA ELEVEN	20°05'36"N	157°36'30"W
Then counterclockwise along the 75 NM arc centered at		
	21°18'41"N	157°55'59"W
(HONOLULU VORTAC) to		
	20°19'00"N	157°06'30"W
	19°51'20"N	156°44'00"W
Then clockwise along the 110 NM arc centered at		
	21°18'41"N	157°55'59"W
(HONOLULU VORTAC) to		
	19°31'29"N	157°27'40"W
Point of origin.		
SOA TWELVE	19°31'29"N	157°27'40"W
Then counterclockwise along the 110 NM arc centered at		
	21°18'41"N	157°55'59"W
(HONOLULU VORTAC) to		
	19°51'20"N	156°44'00"W
	19°41'24"N	156°36'00"W
	19°08'00"N	156°36'00"W
Then clockwise along the 150 NM arc centered at		
	21°18'41"N	157°55'59"W
(HONOLULU VORTAC) to		
	18°52'31"N	157°17'30"W
Point of origin.		

**COMMON NAME: Warning Area 196 (W-196)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	20°57'35"N	158°06'13"W
	Then counterclockwise along the 23 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	20°56'19"N	157°49'03"W
	20°51'29"N	157°47'35"W
	Then clockwise along the 28 NM arc centered at	
	21°18'30"N	157°55'49"W
	(HONOLULU VORTAC) to	
	20°53'02"N	158°08'28"W
	Point of origin.	
DESCRIPTION	Aircraft Warning Area/FLT OPAREA.	
TYPE EXERCISE	Surface and helicopter operations.	
ORDNANCE AUTHORIZED	Conventional ordnance; surface gunnery limited to 3-inch caliber guns or less.	
FLOOR	Surface.	
CEILING	2,000 Feet.	
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/holidays (local time), other times by NOTAM.	
CONTROLLING AGENCY	FAA Honolulu Tower.	
USING AGENCY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/LEAD TIME	Message at least 7 days prior to desired utilization.	
REMARKS/SPECIAL INSTRUCTIONS	Operation of towed sonar, both VDS and TASS, is prohibited in W-196 AT ALL TIMES.	

## COMMON NAME: NEUTRAL AREAS

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
WAIMANALO BAY (WB)	21°20'00"N	157°39'33"W
	21°21'15"N	157°37'23"W
	21°24'42"N	157°39'42"W
	21°23'20"N	157°41'55"W
	Point of origin.	
EWA	21°18'45"N	158°07'00"W
	Then along the coast of Oahu to	
	21°18'45"N	158°00'00"W
	21°15'15"N	158°00'00"W
	21°15'15"N	158°07'00"W
Point of origin.		
DESCRIPTION	FLT OPAREA.	
TYPE EXERCISE	1. Operational Readiness Accuracy Checks.	
	2. Transiting and miscellaneous exercises.	
FLOOR	Surface.	
CEILING		
ORDNANCE AUTHORIZED	None.	
TIME OF USE	Continuous.	
SCHEDULING AUTHORITY	FACSFAC Pearl Harbor.	
SCHEDULING ACTIVITY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/ LEAD-TIME	Message to reach Scheduling Authority at least 7 days prior to the week of desired utilization.	
REMARKS	Fixed wing aircraft exercises not authorized except as arranged for special exercises.	



## AREAS CONTAINED WITHIN EWA NEUTRAL AREA

## DANGER ZONE: KEAHI POINT.

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
SOUTH PEARL (SP)	21°18'45"N	158°00'00"W
	21°18'15"N	157°57'00"W
	21°13'00"N	157°57'00"W
	21°13'00"N	157°58'00"W
	21°15'15"N	158°00'00"W
	Point of origin.	
SOUTH HONOLULU (SH)	21°18'15"N	157°57'00"W
	Then along the coast of Oahu to	
	21°15'30"N	157°49'00"W
	21°13'00"N	157°49'00"W
	21°13'00"N	157°57'00"W
	Point of origin.	
DIAMOND HEAD (DH)	21°15'30"N	157°49'00"W
	Then east along the coast of Oahu to	
	21°16'40"N	157°45'00"W
	21°13'00"N	157°45'00"W
	21°13'00"N	157°49'00"W
	Point of origin.	
KOKO HEAD (KH)	21°16'40"N	157°45'00"W
	Then east along the coast of Oahu to	
	21°20'00"N	157°41'40"W
	21°20'00"N	157°36'30"W
	21°15'45"N	157°32'40"W
	21°13'00"N	157°40'00"W
	21°13'00"N	157°45'00"W
Point of origin.		
EAST COAST OAHU (ECO)	21°45'25"N	157°54'15"W
	21°20'00"N	157°36'30"W
	21°20'00"N	157°41'40"W
	Then north along the coast of Oahu to	
	21°42'40"N	157°59'00"W
	21°46'45"N	157°59'00"W
	Point of origin.	
NORTH COAST OAHU (NCO)	21°34'35"N	158°16'50"W
	Then along the north coast of Oahu to	
	21°42'40"N	157°59'00"W
	21°46'45"N	157°59'00"W
	21°47'00"N	158°00'00"W

FACSFACSDINST 3120.1E

21°44'00"N            158°04'00"W  
21°38'00"N            158°09'00"W  
21°37'50"N            158°17'12"W  
Then west 3 NM from and parallel to the  
shoreline of Oahu to  
21°34'35"N            158°20'12"W  
Point of origin.

DESCRIPTION            As described in U.S. Coast Pilot 7 current  
edition.

SCHEDULING ACTIVITY    Commander, Explosive Ordnance Disposal  
Training and Evaluation Unit One, Barbers  
Point.

## AREAS CONTAINED WITHIN NORTH COAST OAHU (NCO) NEUTRAL AREA

## DANGER ZONE: ULUPAU CRATER Weapons Training Range.

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
ULUPAU CRATER	21°34'35"N	158°20'12"W
	21°34'35"N	158°16'50"W
	Then along the coast of Oahu to	
	21°25'30"N	158°10'45"W
	21°21'21"N	158°15'00"W
	Point of origin.	
DELTA ROMEO (DR)	21°13'00"N	157°50'00"W
	21°13'00"N	157°45'30"W
	21°08'00"N	157°45'30"W
	21°08'00"N	157°50'00"W
	Point of origin.	
DESCRIPTION	As described in U.S. Coast Pilot 7 current edition.	
TYPE EXERCISE	Shipboard Electronics Systems Evaluation, AN/ULM-4 testing.	
FLOOR	Surface/periscope depth for submarines.	
CEILING		
ORDNANCE AUTHORIZED	None.	
PERIODS OF USAGE	Continuous.	
SCHEDULING AUTHORITY	OIC, NAVUNSEAWARCEN Det Lualualei, HI.	
SCHEDULING ACTIVITY	Commanding Officer, MCAS Kaneohe Bay.	
SCHEDULING DOCUMENT/ LEAD-TIME	Message or telephone call to Scheduling Authority at least seven days prior to utilization. Telephone (808) 668-3131/3123/3128. DSN 468-3131/3123/3128.	
REMARKS/SPECIAL INSTRUCTIONS	1. Services are normally provided on "first-come, first served" basis.  2. Aircraft exercises not authorized.	
LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
FOXTROT ROMEO (FR)	21°25'30"N	158°11'00"W
	Then south along the coast of Oahu to	
	21°20'48"N	158°07'54"W

FACSFACSDINST 3120.1E

	21°17'30"N	158°11'00"W
	21°21'12"N	158°15'00"W
	Point of origin.	
TYPE EXERCISE	WSATFORACS sensor accuracy checks, sonar, radar, navigation, Electronic Counter Measures, EM log calibration, SSRNM, for surface ships.	
ORDNANCE AUTHORIZED	None.	
FLOOR	Surface.	
CEILING		
PERIODS OF USAGE	As scheduled.	
SCHEDULING AUTHORITY	OIC, NAVUNSEAWARCEN Det Lualualei, HI.	
SCHEDULING DOCUMENT/ LEAD-TIME	Message or telephone call to Scheduling Authority at least seven days prior to utilization. Telephone (808) 668-3131/3123/3128. DSN 468-3131/3123/3128.	
REMARKS/SPECIAL INSTRUCTIONS	Services are normally provided on "first-come, first served" basis.	
LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
WHISKEY ROMEO (WR)	21°17'45"N	158°11'00"W
	21°15'15"N	158°07'47"W
	21°15'15"N	158°07'00"W
	21°18'45"N	158°07'00"W
	Then along the west coast of Oahu to	
	21°21'00"N	158°07'45"W
	Point of origin.	
DESCRIPTION	FLT OPAREA.	
TYPE EXERCISE	1. Shipboard Electronics Systems Evaluation.	
	2. AN/ULM-4 testing.	
ORDNANCE AUTHORIZED	None.	
FLOOR	Surface/periscope depth for submarines.	
CEILING		
TIME OF USE	Continuous.	
SCHEDULING AUTHORITY	FACSFAC Pearl Harbor.	

FACSFACSDINST 3120.1E

SCHEDULING ACTIVITY	OIC, NAVUNSEAWARCEN Det Lualualei, HI.
SCHEDULING DOCUMENT/ LEAD-TIME	Message or telephone call to Scheduling Activity at least 14 days prior to utilization. Telephone (808) 668-3131/3123/ 3218. DSN 468-3131/3123/3218.
REMARKS	Aircraft exercises not authorized.

**COMMON NAME: GRID OPERATING AREAS (SURFACE)**

LOCATION/BOUNDARIES	The Hawaii grid system consists of letter designated East-West rows that are 20 minutes of latitude and number designated North-South columns that are 20 minutes of longitude. The grid system is bounded by 17N, 25N, 154W, and 162W, excepting grid area controlled by Commanding Officer, Pacific Missile Range Facility.
ROWS	Extending East/West between degrees/minutes of Latitude as shown:
ALPHA	Between 25°00'N and 24°40'N
BRAVO	Between 24°40'N and 24°20'N
CHARLIE	Between 24°20'N and 24°00'N
DELTA	Between 24°00'N and 23°40'N
ECHO	Between 23°40'N and 23°20'N
FOXTROT	Between 23°20'N and 23°00'N
GOLF	Between 23°00'N and 22°40'N
HOTEL	Between 22°40'N and 22°20'N
INDIA	Between 22°20'N and 22°00'N
JULIET	Between 22°00'N and 21°40'N
KILO	Between 21°40'N and 21°20'N
LIMA	Between 21°20'N and 21°00'N
MIKE	Between 21°00'N and 20°40'N
NOVEMBER	Between 20°40'N and 20°20'N
OSCAR	Between 20°20'N and 20°00'N
PAPA	Between 20°00'N and 19°40'N
QUEBEC	Between 19°40'N and 19°20'N
ROMEO	Between 19°20'N and 19°00'N
SIERRA	Between 19°00'N and 18°40'N
TANGO	Between 18°40'N and 18°20'N
UNIFORM	Between 18°20'N and 18°00'N
VICTOR	Between 18°00'N and 17°40'N
WHISKEY	Between 17°40'N and 17°20'N
YANKEE	Between 17°20'N and 17°00'N
COLUMNS	Extending North/South between degrees/minutes of longitude as shown:
ONE	Between 162°00'W and 161°40'W
TWO	Between 161°40'W and 161°20'W
THREE	Between 161°20'W and 161°00'W
FOUR	Between 161°00'W and 160°40'W
FIVE	Between 160°40'W and 160°20'W
SIX	Between 160°20'W and 160°00'W
SEVEN	Between 160°00'W and 159°40'W
EIGHT	Between 159°40'W and 159°20'W

FACSFACSDINST 3120.1E

NINE	Between 159°20'W and 159°00'W
TEN	Between 159°00'W and 158°40'W
ELEVEN	Between 158°40'W and 158°20'W
TWELVE	Between 158°20'W and 158°00'W
THIRTEEN	Between 158°00'W and 157°40'W
FOURTEEN	Between 157°40'W and 157°20'W
FIFTEEN	Between 157°20'W and 157°00'W
SIXTEEN	Between 157°00'W and 156°40'W
SEVENTEEN	Between 156°40'W and 156°20'W
EIGHTEEN	Between 156°20'W and 156°00'W
NINETEEN	Between 156°00'W and 155°40'W
TWENTY	Between 155°40'W and 155°20'W
TWENTY ONE	Between 155°20'W and 155°00'W
TWENTY TWO	Between 155°00'W and 154°40'W
TWENTY THREE	Between 154°40'W and 154°20'W
TWENTY FOUR	Between 154°20'W and 154°00'W
DESCRIPTION	GRID Operating Areas
TYPE EXERCISES/ORDNANCE	Exercises non-hazardous to aircraft. Conventional ordnance as directed by FACSFAC Pearl Harbor.
FLOOR	Surface.
CEILING	Floor of FAA-Controlled Airspace.
TIME OF USE	Weekdays 0700-2200. 0800-1600 weekends/ holidays (local time), other times by NOTAM.
SCHEDULING AUTHORITY	FACSFAC Pearl Harbor.
SCHEDULING DOCUMENT/ LEAD-TIME	Contact Scheduling Authority by message at least 7 days prior to desired utilization.
AREA DESCRIPTIONS	All areas will be described by a letter/ number code: <ol style="list-style-type: none"> <li>1. An entire Row is described by a single letter code followed by the suffix XX, (i.e., CXX).</li> <li>2. An entire column is described by a prefix X followed by a numeral(s) followed by a suffix XX.</li> <li>3. A single rectangular area is described by its row designator, column designator and by a suffix XX.</li> <li>4. Each rectangular area can be further divided into half areas using one of the following designators: NX: Northern area half: That area north</li> </ol>

of the center latitude.

SX: Southern area half: That area south of the center latitude.

EX: Eastern area half: That area east of the center longitude.

WX: Western area half: That area west of the center longitude.

NE: Northeastern area half: That area North and East of the diagonal line connecting the NW and SE corners of the grid area.

SW: Southwestern area half: That area South and West of the diagonal line connecting the NW and SE corners of the grid area.

NW: Northwestern area half: That area North and West of the diagonal line connecting the NE and SW corners of the grid area.

SE: Southeastern area half: That area South and East of the diagonal line connecting the NE and SW corners of the grid area.

XX: The entire area.

5. An operating area is described by specifying the row and column of which it is composed. If the operating area is composed of a rectangular set of grid areas, the operating area description can specify the northwestern and southeastern grids respectively, separated by a slash i.e. c12xx/d14xx.



**HOT AREAS****COMMON NAME: KAPU/QUICKDRAW AREA**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
FIRING AREA (Same dimension as SOA 4)	20°45'45"N	158°16'16"W
	Then counterclockwise along the 38 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°41'28"N	158°03'43"W
	20°04'37"N	158°11'00"W
	Then clockwise along the 75 NM arc centered at	
	21°18'20"N	157°55'59"W
	(HONOLULU VORTAC) to	
	20°13'20"N	158°35'43"W
	Point of origin	
KAPU/QUICKDRAW AREA	Originate and terminate within the OPAREA boundaries.	
SCHEDULING	Requires one hour notification by radio or telephone. Units should use Fleet Tactical/Warning (277.8 MHz or DSA 380.6 MHz) to coordinate use of Quickdraw area. Units leaving port may coordinate via telephone DSN/Comm: (808) 472-7333/8661/8496.	
COMMUNICATIONS	Two-way radio comms required with "HULA DANCER" throughout entire evolution. Reports - Report COMEX/FINEX. COMEX requires 30, 15 and 5 minutes and "PERMISSION TO GO HOT" reports; FINEX requires "BORE REPORT" to HULA DANCER.	

FACSFACSDINST 3120.1E

COMMON NAME: WELA

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
FIRING AREA (Same dimension as SOA 6)	19°42'47"	158°54'15"W
	Then counterclockwise along the 110 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°30'07"N	158°18'00"W
	18°50'30"N	158°26'10"W
	Then clockwise along the 150 NM arc centered at	
	21°18'41"N	157°55'59"W
	(HONOLULU VORTAC) to	
	19°07'59"N	159°15'11"W
	Point of origin.	
TYPE EXERCISE	Surface, AAW Gunnery, BOMBEX, Jettisoning area.	
FLOOR	Ocean bottom.	
CEILING	50,000 Feet.	
USAGE	GUNPAC Events.	
ORDNANCE AUTHORIZED	Guns, Explosive Ordnance.	
TIME OF USE	Weekdays 0700-2200. 0800-1600 weekends/holidays (local time), other times by NOTAM.	
SCHEDULING AUTHORITY	FACSFAC Pearl Harbor (Code 33).	
COMMUNICATIONS	HULA DANCER Tactical/Warning (277.8 MHz or DSA 380.6 MHz). NOTE: If communications are lost, "Cease Fire".	
SCHEDULING/ DOCUMENT	NLT 3 Days advance Fax/Naval message. Quickdraw area available real time.	
REMARKS/SPECIAL INSTRUCTIONS	Units shall ensure gunfire projectiles originates and terminates in the OPAREA boundaries.	

**COMMON NAME: SUBMARINE TRANSIT LANES**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
ST-ALOHA	21°20'N	157°20'W
	21°40'N	157°20'W
	25°00'N	154°00'W
	24°20'N	154°00'W
	21°20'N	157°00'W
	These points define an area that includes the following Grid Area:	
	K15XX/K16NW	J15SE/J17NW
	I16SE/I18NW	H17SE/H19NW
	G18SE/G20NW	F19SE/G21NW
	E20SE/E22NW	D21SE/D23NW
	C22SE/C24NW	B23SE/B24XX
	A24SE	
ST-HULA	21°20'N	158°20'W
	22°00'N	158°20'W
	25°00'N	161°20'W
	25°00'N	162°00'W
	21°40'N	158°40'W
	21°20'N	158°40'W
	These points define an area that includes the following Grid Areas:	
	K11XX	J10NE/J11XX
	I9NE/I11SW	H8NE/H10SW
	G7NE/G9SW	F6NE/F8SW
	E5NE/E7SW	D4NE/D6SW
	C3NE/C5SW	B2NE/B4SW
	A1NE/A3SW	
DESCRIPTION	Submarine Transit Lanes.	
TYPE EXERCISES	Submarine Transits.	
ORDNANCE AUTHORIZED	None when activated.	
TIME OF USE	When activated by COMSUBTRAGRU HAWAREA.	
SCHEDULING AUTHORITY	COMSUBTRAGRU HAWAREA (CTG 14.5).	
SCHEDULING DOCUMENT	Message to reach Scheduling Authority at least 14 days prior to the period of desired utilization.	
REMARKS	Activation of transit lanes ST-ALOHA and ST-HULA must be coordinated with FACSFAC Pearl Harbor.	

**COMMON NAME: GRID OPERATING AREAS (SUBSURFACE)**

LOCATION/BOUNDARIES	Same as described in GRID Operating Areas (SURFACE).
DESCRIPTION	GRID OPERATING AREAS (SUBSURFACE)
TYPE EXERCISES/ORDNANCE	Undersea Warfare Exercises; Conventional Ordnance. See remarks.
FLOOR	Ocean Floor.
CEILING	90 Feet Below Surface.
USAGE LIMITATIONS	See Remarks/Special Instructions.
SCHEDULING AUTHORITY	COMSUBTRAGRU HAWAREA (CTG 14.5).
SCHEDULING DOCUMENT/ LEAD-TIME	Naval Message to reach Scheduling Authority at least 14 days prior to period of desired utilization.
OVERLAPPING INCLUDED/ ADJACENT AREA/TARGETS	Underlies Special Use Airspace W-186, W-187, W-188, W-189, W-190, W-191, W-192, W-193, W-194, W-196. Remarks under appropriate special use airspace may also apply.
REMARKS/SPECIAL INSTRUCTIONS	Exercises, including upper ballistic limits that will encroach special use airspace, must be scheduled with the appropriate Scheduling Authority.

## PACIFIC MISSILE RANGE FACILITY GRID OPERATING AREAS

## COMMON NAME: KUKU

LOCATION/BOUNDARIES	See grid operating area (surface) for grid area description.
KUKU	<p>Latitude North      Longitude West</p> <p>25°00'N              158°15'W</p> <p>25°00'N              161°15'W</p> <p>25°41'N              161°36'W</p> <p>Then clockwise along the arc of a circle of radius 240NM centered at 22°02'26"N/159°47'15"W (Barking Sands TACAN) to</p> <p>25°47'N              158°15'W</p> <p>25°00'N              158°15'W</p>
DESCRIPTION	OPAREA KUKU and GRID OPERATING AREAS (Air, Surface, and Subsurface) in GRIDS A, B, C, and D 1-12, E and F 1-11, G and H 1-10, I 2-8, J 6-8, and K 6-8.
TYPE EXERCISE	Air, Surface, and Subsurface exercises.
ORDNANCE AUTHORIZED	Missiles, bombs, mines, rockets, gunnery and torpedoes.
FLOOR	Ocean Floor.
CEILING	Floor of FAA Controlled Airspace (except areas within W-186 and W-188).
TIME OF USE	Continuous.
CONTROLLING AGENCY	FAA Honolulu CERAP.
USING AGENCY	CO, PACMISRANFAC HAWAREA.
APPLICABLE DIRECTIVES	COMTHIRDFLTINST C3500.5 (series) and PACMISRANFAC HAWAREA Range User's Handbook.
SCHEDULING AUTHORITY	CO, PACMISRANFAC HAWAREA.
SCHEDULING DOCUMENT/ LEAD TIME	Advanced scheduling is effected at the quarterly scheduling conference. Detailed range requests shall be submitted as soon as specific requirements are known, but not later than two weeks preceding the period requested in accordance with COMTHIRDFLTINST C3500.5 (series).

FACSFACSDINST 3120.1E

REMARKS/SPECIAL  
INSTRUCTIONS

1. All units operating within PACMISRANFAC Grid Operating Areas will remain well clear of the 3 NM boundary surrounding the island of Niihau.
2. J 6-8 and K 6-8 Encompasses W-186.
3. A and B 3-12, C 4-12, D 3-12, E 2-11, F 1-11, G 1-10, H 2-10, and I 2-8 encompasses W-188.

## PACIFIC MISSILE RANGE FACILITY OPERATING AREAS

## COMMON NAME: RESTRICTED AREA - R3101

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	22°04'25"N	159°46'06"W
	22°03'55"N	159°46'29"W
	21°01'45"N	159°46'53"W
	22°01'07"N	159°46'20"W
	22°00'55"N	159°45'53"W
	21°59'52"N	159°45'14"W
	21°59'35"N	159°45'55"W
	Then counterclockwise along the shoreline Kauai to	
	21°58'30"N	159°43'35"W
	21°58'30"N	159°48'40"W
	Then clockwise along a line 3 NM from the shoreline of Kauai to	
	22°13'00"N	159°42'00"W
	Point of origin.	
DESCRIPTION	Rocket and missile firing area encompassing the western end of Kauai to 3 NM to seaward.	
TYPE EXERCISE	Experimental and research rocket launches, aerial target launches, missile and gun firing, helicopter target and weapon recoveries.	
ORDNANCE AUTHORIZED	Missiles, rockets, gunnery.	
FLOOR	R-3101 Ocean Floor.	
CEILING	5,000 feet.	
TIME OF USE	As determined by Scheduling Authority.	
APPLICABLE DIRECTIVES	COMTHIRDFLTINST C3500.5 (series) and PACMISRANFAC HAWAREA Range User's Handbook.	
SCHEDULING AUTHORITY	CO, PACMISRANFAC HAWAREA.	
SCHEDULING DOCUMENT/ LEAD TIME	Advance scheduling is effected at the quarterly scheduling conference. Detailed range requests shall be submitted as soon as specific requirements are known, but not later than two weeks preceding the period requested in accordance with COMTHIRDFLTINST C3500.5 (series).	

**COMMON NAME: Warning Area 186 (W-186)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	21°54'49"N	159°43'50"W
	21°33'18"N	159°32'50"W
	Then clockwise along the arc of a circle of radius 32 NM centered at	
	22°02'15"N	159°47'05"W
	(BARKING SANDS TACAN) to	
	22°59'46"N	160°21'35"W
	21°58'19"N	159°48'45"W
	Then counterclockwise 3 NM from and parallel to the shoreline of Kauai to beginning, excluding the airspace within 3 NM of Niihau and Lehua.	
DESCRIPTION	Aircraft Warning Area.	
TYPE EXERCISE	Air exercises in support of PACMISRANFAC activities.	
ORDNANCE AUTHORIZED	Missiles, rockets, gunnery and torpedoes.	
FLOOR	Surface.	
CEILING	9,000 Feet MSL.	
TIME OF USE	Continuous.	
CONTROLLING AGENCY	FAA Honolulu CERAP.	
SCHEDULING AUTHORITY	CO, PMRF HAWAREA.	
USING AGENCY	CO, PMRF HAWAREA.	
SCHEDULING DOCUMENT LEAD TIME	Advance scheduling is effected at the quarterly scheduling conference. Detailed range requests shall be submitted as soon as specific requirements are known, but not later than Monday two weeks preceding the period requested in accordance with COMTHIRDFLTINST C3500.5 (series).	



**COMMON NAME: Warning Area 188 (W-188)**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	21°58'30"N	159°48'40"W
	22°00'00"N	160°21'45"W
	22°05'00"N	161°35'00"W
(Excluding the airspace over and within 3 NM of Lehua and Niihau) to		
	22°02'26"N	159°47'15"W
(BARKING SANDS TACAN) to		
	22°05'00"N	161°34'30"W
Then clockwise along the arc of a circle of radius 100 NM centered at		
	22°02'26"N	159°47'15"W
(BARKING SANDS TACAN) to		
	22°45'00"N	161°25'00"W
	22°56'00"N	161°49'30"W
Then clockwise along the arc of a circle of radius 125 NM centered at		
	22°02'26"N	159°47'15"W
(BARKING SANDS TACAN) to		
	23°57'45"N	160° 41'00"W
	25°41'00"N	161°36' 00"W
Then clockwise along the arc of a circle of radius 240 NM centered at		
	22°02'26"N	159°47'15"W
(BARKING SANDS TACAN) to		
	25°47'00"N	158°15'00"W
	23°54'00"N	158°15'00"W
	22°20'30"N	159°09'00"W
Then counterclockwise along the arc of a circle of radius 25 NM centered at		
	21°58'06"N	159°20'27"W
(LIHUE VORTAC) to		
	22°13'00"N	159°42'00"W
Then counterclockwise 3 NM from and parallel to the shoreline of Kauai to beginning.		
DESCRIPTION	Aircraft Warning Area.	
TYPE EXERCISE	Air exercises in support of PACMISRANFAC activities.	
ORDNANCE AUTHORIZED	Missiles, rockets, gunnery and torpedoes.	
FLOOR	Surface.	
CEILING	Unlimited.	
TIME OF USE	Continuous.	

FACSFACSDINST 3120.1E

CONTROLLING AGENCY

FAA Honolulu CERAP.

USING AGENCY

CO, PMRF HAWAREA.

SCHEDULING DOCUMENT/  
LEAD TIME

Advance scheduling is effected at the quarterly scheduling conference. Detailed range requests shall be submitted as soon as specific requirements are known, but not later than Monday two weeks preceding the period requested in accordance with COMTHIRDFLTINST C3500.5 (series).

**COMMON NAME: RAINBOW**

LOCATION/BOUNDARIES	LATITUDE NORTH      LONGITUDE WEST 22°22'00"N              159°09'00"W Then counterclockwise along an arc of 25 NM radius centered at 21°58'06"N              159°20'27" (LIHUE VORTAC) to 22°21'48"N              159°30'00"W 26°02'00"N              159°30'00"W Then clockwise along an arc of a 240 NM radius centered at 22°02'26"N              159°47'15"W (BARKING SANDS TACAN) to 25°47'00"N              158°15'00"W 23°53'30"N              158°15'00"W To point of origin.
DESCRIPTION	Subdivision of W-188 airspace scheduled by FACSFAC Pearl Harbor, for aircraft operations, under a letter of agreement with PMRF.
TYPE EXERCISES	Air, surface and underwater exercises.
ORDNANCE AUTHORIZED	Missiles, rockets gunnery and torpedoes.
FLOOR	Surface.
CEILING	Unlimited.
TIME OF USE	Weekdays 0700-2200, 0800-1600 weekends/ Holidays (local times); other times by NOTAM.
CONTROLLING AGENCY	FAA Honolulu CERAP.
USING AGENCY	PMRF/FACSFAC Pearl Harbor.
SCHEDULING DOCUMENT/ LEAD TIME	Message at least 7 days prior to the period of desired utilization.
REMARKS/SPECIAL INSTRUCTIONS	None.

**COMMON NAME: AIR TRAFFIC CONTROL ASSIGNED AIRSPACE (ATCAA)**

LOCATION/BOUNDARIES

LONO EAST	<p>18°53'5"N/157°18'W (HNL 155/150)            Then counter-clockwise along the HNL 150 NM Arc to            19°09'5"N/156°36'W (HNL 139/150)            Then north to            19°42'N/156°36'W (HNL 131/124)            Then southeast to            17°58'N/ 155°12'W (HNL 131/254)            Then clockwise along the HNL 254 NM Arc to            17°12'5"N/156°52'W (HNL 155/254)            Then northwest to point of origin.</p>
FLOOR	Floor of Controlled Airspace (FCA).
CEILING	Unlimited.
LONO CENTRAL	<p>18°52'N/158°26'W (HNL 180/150)            Then counter-clockwise along the HNL 150 NM Arc to            18°53'5"N/157°18'W (HNL 155/150)            Then southeast to            17°12'5"N/156°52'W (HNL 155/254)            Then clockwise along the HNL 254 NM Arc to            17°09'5"N/158°46'5"W (HNL 180/254)            Then northeast to point of origin.</p>
FLOOR	Floor of Controlled Airspace.
CEILING	Unlimited.
LONO WEST	<p>19°09'N/159°15'W (HNL 199/150)            Then counter-clockwise along the HNL 150 NM Arc to            18°52'N/158°26'W (HNL 180/150)            Then south to            17°09'5"N/158°46'5"W (HNL 180/254)            Then clockwise along the HNL 254 NM Arc to            17°38'N/160°08'5"W (HNL 199/254)            Then northeast to point of origin.</p>
FLOOR	Floor of Controlled Airspace.
CEILING	Unlimited.
MAKO	<p>19°36'3"N/159°53'W (HNL 217/150)            Then counter-clockwise along the HNL 150 NM Arc to</p>

	10°90'N/159°15'W (HNL 199/150) Then southwest to 17°40'N/168°10'W (HNL 199/254) Then clockwise along the HNL 254 NM Arc to 18°26'N/161°12'W (HNL 217/254) Then northeast to point of origin.
FLOOR	Floor of Controlled Airspace.
CEILING	Unlimited.
USAGE LIMITATIONS	Normally not available 0900Z to 1700Z.
MELA NORTH	21°39'N/160°38'W (HNL 267/153) Then counter-clockwise along the boundary of W-187 to 21°44'N/160°30'W (HNL 269/146) Then east to 21°42'N/160°13'W (HNL 260/130) Then counter-clockwise along the boundary of W-186 to 21°33'N/159°33'W (HNL 268/092) Then southeast to 20°41'N/159°05'W (HNL 229/075) Then southwest to 20°18'N/160°38'W (HNL 238/163) Then north to point of origin.
FLOOR	Floor of Controlled Airspace.
CEILING	15,000 Feet.
MELA CENTRAL	20°41'N/159°05'W (HNL 229/075) Then counter-clockwise along the 75 NM Arc to 20°28'N/158°54'5"W (HNL 217/075) Then southwest to 19°36'3"N/159°53'W (HNL 217/150) Then northwest to 20°18'N/160°38'W (HNL 238/163) Then northeast to point of origin.
FLOOR	Floor of Controlled Airspace.
CEILING	Unlimited.
USAGE LIMITATIONS	Normally not available from 0900Z to 1700Z.

FACSFACSDINST 3120.1E

MELA SOUTH	20°48'N/158°31'W (HNL 217/045) Then counter-clockwise along the HNL 45 NM Arc to 20°40'N/158°20'W (HNL 199/045) Then southwest to 19°09'N/159°15'W (HNL 199/150) Then clockwise along the HNL 150 NM Arc to 19°36'3"N/159°53'W (HNL 217/150) Then northeast to point of origin.
FLOOR	Floor of Controlled Airspace.
CEILING	Unlimited.
USAGE LIMITATIONS	Normally not available from 0900Z to 1700Z.
NENE	25°47'N/158°18'W Then east to 25°47'N/157°00'W Then south to 23°18'N/157°30'W Then counter-clockwise via the LIH 130 NM Arc to 23°55'N/158°18'W Then north to point of origin.
FLOOR	Floor of controlled airspace.
CEILING	FL290.
PALI	21°47'N/157°17'5"W Then northeast to 21°49'N/157°17'W Then counter-clockwise along the NFG 35 NM Arc to 22°00'5"N/157°53'W Then south to 21°58'N/157°56'W Then counter-clockwise along the HNL 45 NM Arc Then to point of origin, not including those portions of W-189, W-192, W-193 and W-194 that are within described airspace.
FLOOR	FL 250.
CEILING	Unlimited.
USAGE LIMITATIONS	Normally not available FL 250 to FL 280.
PELE	19°52'N/156°45'W (HNL 131/110) Then east to

FACSFACSDINST 3120.1E

19°44'N/ 156°01'W  
Then east to

19°47'N/155°42'W  
Then southwest along the western boundary  
of R-3103  
Then to  
19°35'N/155°35'W (southeast tip of R-3103)  
Then southwest to  
18°58'N/156°00'W (HNL 131/178)  
Then northwest along the HNL 131 radial  
to point of origin.

FLOOR 16,000 Feet.

CEILING FL290.

QUINT 20°41'N/159°05'W (HNL 229/075)  
Then counter-clockwise along the HNL 75 NM  
Arc to  
20°28'N/158°54'5"W (HNL 217/075)  
Then northeast to  
20°48'N/158°31'W (HNL 217/045)  
Then clockwise along the HNL 45 NM Arc to  
20°56'N/158°37'3"W (HNL 229/045)  
Then to point of origin.

FLOOR FL 250.

CEILING Unlimited.

USAGE LIMITATIONS Normally not available FL 250 to FL 280.

DESCRIPTION The above ATCAA airspace is standardized for  
the Hawaiian Area and should be used if  
feasible.

SCHEDULING ACTIVITY FACSFAC Pearl Harbor, info FAA Honolulu  
CERAP.

REMARKS/SPECIAL  
INSTRUCTIONS When Warning/Restricted Area airspace does  
not meet user airspace requirements,  
additional areas may be requested. Requests  
for this or additional airspace should be  
forwarded to FACSFAC Pearl Harbor, info FAA  
Honolulu CERAP.

**RESTRICTED ANCHORAGE****COMMON NAME: Restricted Anchorage, Barbers Point**

LOCATION/BOUNDARIES	LATITUDE NORTH	LONGITUDE WEST
	21°18'06"N	158°04'24"W
	21°15'00"N	158°03'18"W
	21°15'36"N	158°01'06"W
	21°18'30"N	158°02'00"W
	All waters within the boundaries of the Oahu shoreline and the following geographic coordinates:	
DESCRIPTION	Anchorage restricted to all ships because of submarine cables.	
TYPE EXERCISE/ORDNANCE	None.	
FLOOR	Surface.	
CEILING	Not applicable.	
TIME OF USE	Continuous.	
SCHEDULING AUTHORITY	FACSFAC Pearl Harbor.	
SCHEDULING DOCUMENT/ LEAD TIME	Not applicable.	



**RESTRICTED/ALERT AREAS**

**COMMON NAME: Humuula (Pohakuloa Training Area) R-3103**

FLOOR Surface.  
CEILING FL300.  
USING AGENCY CDR 25 ID  
SCHOFIELD BARRACKS, HI  
(808) 536-2294 EXT 410

**COMMON NAME: Schofield Makua, Oahu (R-3109A)**

FLOOR Surface.  
CEILING 8,999 Feet.  
USING AGENCY CDR 25 ID  
MAKUA, OAHU  
SCHOFIELD BARRACKS, HI  
(808) 655-9509  
DSN 455-9509

**COMMON NAME: Schofield Makua Oahua (R-3109B)**

FLOOR 9,000 Feet.  
CEILING 18,999.  
USING AGENCY CDR 25 ID  
SCHOFIELD BARRACKS, HI

**COMMON NAME: Schofield Makua, Oahua (R-3110A)**

FLOOR Surface.  
CEILING 8,999 Feet.  
USING AGENCY CDR 25 ID  
SCHOFIELD BARRACKS, HI

**COMMON NAME: Schofield Makua, Oahu (R-3110B)**

FLOOR 9,000 Feet.  
CEILING 18,999 Feet.  
USING AGENCY CDR 25 ID  
SCHOFIELD BARRACKS, HI

FACSFACSDINST 3120.1E

**COMMON NAME: Alert 311**

FLOOR	Surface.
CEILING	500 Feet.
USING AGENCY	CDR 25 ID SCHOFIELD BARRACKS, HI

## CHAPTER 8

### HAWAIIAN SYNOPSIS/SCHEDULING

**8.1. HAWAIIAN OPAREA SYNOPSIS.** The FACSFAC Pearl Harbor Weekly OPAREA Synopsis is promulgated to users via AIG 104. The CTG 14.5 Supplement is promulgated to users via AIG 6983. Both the Weekly OPAREA Synopsis and the Submarine Supplement are transmitted via the HMCC/PSBC broadcasts. All units operating in or transiting through the Hawaiian OPAREAs shall include AIG 104/6983 in their guard lists. (Note: Servicing Telecommunications facilities must be advised to add AIG 104 and 6983 to their individual unit's telecommunications guard list).

a. FACSFAC Pearl Harbor issues the Weekly OPAREA Synopsis and COMSUBPAC issues the Submarine Supplement. Any subsequent changes will be issued by FACSFAC Pearl Harbor and COMSUBPAC, who are the only commands authorized to issue changes to the Weekly Synopsis. Final authorization for execution of all but "hot" requested events will appear in the applicable FACSFAC Pearl Harbor Weekly OPAREA Synopsis.

b. It is strongly recommended that all units utilizing the OPAREAs maintain a chart of the areas (Chart 19002) which reflects all hot areas scheduled in the FACSFAC Pearl Harbor Weekly OPAREA Synopsis.

**8.2. SCHEDULING REQUESTS.** OPNAVINST 3770.2, Airspace Procedures Manual, establishes Department of the Navy (DON) policies and procedures for utilization of airspace over the continental United States and adjacent offshore areas. It also designates FACSFAC Pearl Harbor as the Regional Airspace Coordinator and directs this facility to provide scheduling and control of DON Special Use Airspace within the Hawaiian Fleet OPAREAs.

a. FACSFAC Pearl Harbor allocates OPAREAs by specific activities consistent with OPAREA definitions listed in this manual, by requested priorities and by mission requirements, in that order. Every effort is made to schedule OPAREAs in accordance with the requester's desires. If an OPAREA request cannot be scheduled in its original form, FACSFAC Pearl Harbor will make every effort to assign acceptable alternate areas and times. Allocated areas will be modified to accommodate the minimum mission requirements of each user before a request will be denied or canceled.

**8.2.1. ROUTINE TRAINING.** Requests for Warning Area airspace or surface OPAREAs should be submitted by message no later than 7 days prior to the desired week of operations. Requests are tentatively scheduled based on the priority of the request. If no priority is specified in the request, a priority will be assigned in accordance with the priorities listed in Section I. When requests are received for exclusive use routine training with the same priority, the earliest request will be given preference.

**8.2.2. RESTRICTED AREAS.** Restricted Area 3107 (R-3107) will be scheduled only by message. Ensure 14 days lead-time for routine training. Minimum of 30 days lead-time is required for NSFS operations to ensure coordination for the services of spotters. Short-notice requests (less than 14 days) for routine training may be considered at the discretion of the Scheduling Office, however, the requestor will be scheduled on an "as available basis," not by priority code. In no case will the ranges be scheduled by telephone request only.

**8.2.3. MAJOR EXERCISES.** OPAREA requests for major exercises will be submitted in accordance with Section I. The only exception to the first-come, first-served rule will be made for major exercises with priority 1A8 or greater. FACSFAC Pearl Harbor will schedule major exercise OPAREA requests received in accordance with the priorities listed in Section I. This does not exempt the OCE/exercise planners from the responsibility to submit OPAREA requirements in a timely manner to minimize adverse effects on the training of scheduled lower priority users.

**8.2.4. REQUEST FOR MULTIPLE AREA USAGE.** When an event will require the utilization of two or more Fleet OPAREAs that are scheduled by different Scheduling Activities, address the request to each Scheduling Activity for action.

**8.2.5. CO-USE COORDINATION.** Users not scheduled for a specific area shall not arrange co-use with other users scheduled for that area without informing FACSFAC Pearl Harbor of the intended events. Notification shall normally be via hard copy message from the scheduled user. However, when emergent requirements preclude timely notification by hard copy message, units may notify HULA DANCER Watch Supervisor (for same-day events) by commercial telephone at (808) 472-8496 or in the case of ADCF/GCI sites, via direct land line, where available. Future requirements shall be referred to the FACSFAC Pearl Harbor Schedules Officer. In all cases, coordination shall be effected prior to the actual event. Note: This procedure is to be used only for short fused requests for scheduled airspace. Requests for use of unscheduled airspace must be made to FACSFAC Pearl Harbor Schedules Office.

**8.2.6. SPECIAL USE AIRSPACE (SUA).** Commanders of operating units will fully coordinate the use of any area allocated to them, which includes all or part of any Warning or Restricted Area with the Scheduling Authority for the Warning or Restricted Areas. All the Hawaiian Fleet OPAREAs SUA is designated as joint use with the FAA. User activities shall return allocated airspace to the Scheduling Authority during any period of non-use of one hour or longer duration and are responsible for notifying the Scheduling Authority of this fact as soon as it is known so that airspace may be available to other users or released to the FAA. Additionally, users shall return allocated airspace upon completion of operations. The Scheduling Authority may reallocate airspace to other units or release it to the FAA for control.

**8.2.7. AIR FORCE, ARMY AND OTHER USER REQUESTS.** OPAREA assignments shall be made in accordance with the above procedures. If no priority is specified in the request, a priority will be determined and assigned in accordance with the priorities listed in Section I, Chapter 3.

**8.3. NOTAMS AND NOTEMARS:** FACSFAC Pearl Harbor will ensure the issuance of Notice to Airman (NOTAMS), Notices for Mariners (NOTMARs) or NAVAREA XII Warnings (HYDROPACs) for hazardous operations scheduled in the Hawaiian Fleet OPAREAs. Requests should be received NLT 72 hours in advance of operations. Notices affecting routes of international airliners will be coordinated with FAA by FACSFAC Pearl Harbor and appropriately issued. Warning Areas W-187, W-89, W-190, W-191, W-192, W-193, W-194 and W-196 are normally activated from 0700 to 2200 weekdays, 0800 to 1600 weekends and holidays (local times), other times by NOTAM. The employment of ordnance in Warning Areas requires issuance of notices. FACSFAC Pearl Harbor will be the final authority in determining whether notices are required for each scheduled event. Commands planning or sponsoring any type of underwater detonations, including the dropping of live depth charges or other live underwater ordnance or the

disposal of explosives, when there is a possibility of underwater explosion, shall request permission from COMNAVSURFPAC SAN DIEGO CA//N32//, NIMA NAVSAFETY BETHESDA MD//, and CTG FOURTEEN PT FIVE//.

**8.4. OPAREA UTILIZATION REPORTS.** Surface OPAREA utilization reports are generally not desired unless specifically noted in the OPAREA Synopsis. Utilization reports for R-3107 will be submitted in the following format no later than five working days after the day of the event (OCE's are invited to submit consolidated reports for multi-unit Restricted Area exercises):

- a. Date: the date of exercise (DD/MM/YY).
- b. Exercise/Event: The FXP/TFSTAR exercise designation conducted or the event number from the scheduling document.
- c. Area: The OPAREA designation(s) reserved and/or utilized for the exercise.
- d. Altitude: The lowest and highest altitude reserved/utilized for the exercise.
- e. Unit(s): The unit(s) alphanumeric designation, number and type of aircraft (e.g., VMFA212-(4)-FAJ; DDG 16).
- f. Ordnance Expended: List the total number/type/NALC (or DOD equivalent) of ordnance expended per day of event (e.g., 10/MK76/E973; 50/5IN PUGG/D290).
- g. Hours: List the hours scheduled, hours actually flown and hours canceled or not utilized (e.g., 10/6/4). Round off to the nearest hour for any portion of an hour. Number of hours used and number of hours canceled when added together must equal total hours scheduled. Amplify any hours canceled or not used in the remarks section.
- h. Command: Designation of parent or Type Commander (TYCOM).
- i. Remarks: Include any amplifying remarks for the above. Must include reasons for any scheduled time not used or canceled (e.g., instrumentation failure, weather, non-availability of service units, early completion of mission, fouled range, etc.).